Good Roads Convention Souvenir Number

WEATHER
Local thunder showers Wednesday and Thursday.

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28 Pages Today
TWO SECTIONS

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WAR OR PEACE WITH MEXICO NOW DEPENDS UPON COURSE CARRANZA TAKES TOWARDS UNITED STATES

Forty-Eight Hours May Give Clear Understanding of What Immediate Future Holds.

ISSUE HANGS IN BALANCE

Note Warns Mexico That Attack on Americans Will Lead to Gravest Consequences.

MILITIA FAST MOBILIZING

Embargo on Munitions Tightened on Both Land and Sea.

Washington, June 20. — The issue of war or peace with Mexico hung in the balance tonight, awaiting General Carranza's decision as to the course he will pursue. Officials here believe that forty-eight hours might bring a clear understanding of what the immediate future has in store.

A note signed by Secretary Lansing, conveying President Wilson's rejection of the demands for withdrawal of American soldiers from Mexico, accompanied by a specific warning that an attack on the troops "will lead to the gravest consequences," was telegraphed to Mexico City today by Eliseo Arredondo, Mexican ambassador designate. In plain terms, it accuses General Carranza of having brought matters to the verge of war by open hostility toward the United States, and failure to safeguard either the lives of Americans in Mexico or on the border from the lawless elements among his countrymen.

Statements Resented.

In sternest terms, the note repudiates and resents imputations of bad faith and ulterior motives brought against the Washington government in the Mexican communication to which it is a reply. General Carranza is informed in so many words that protection of its own borders is the only object sought by the United States; and is told that that object will be pursued, whatever the consequences may be.

Copies of the note were sent to all the embassies for their information. A summary was telegraphed to Special Agent Rodgers in Mexico City that he might wisely counsel Americans resident there. He will not communicate it to Carranza officials. Mr. Rodgers reports during the day that he arranged for a refugee train tomorrow to carry Americans and other foreigners from Mexico City to Vera Cruz. He will remain at his post himself, unless a declaration of war or a deliberate act of war by the de facto government should make it necessary for him to leave.

Steps to Secure Border.

While the United States awaits Carranza's next move, steps to make the border secure against whatever may come are going steadily ahead. General Funston today sent a long code dispatch to Secretary Baker indicating what portion of the 100,000 guardsmen ordered under arms he needs immediately to stiffen his border guard. The points at which he wishes the men mobilized and the proportions of infantry, with cavalry and artillery he desires to have at each place were included.

Assignments will be made from the first state units mustered into the service. None of the guardsmen summoned under President Wilson's call were ready tonight for marching orders, as the men have to be examined physically and the trains to carry them to the border arranged for.

Recruiting Stations Crowded.

The entire guard of the District of Columbia will be under canvas at Fort Myer, Va., ready for muster. Several states also are expected to complete their mobilization by tomorrow night and a decision may then be reached as to which forces will be moved first. War Department officials have been highly gratified at reports of crowded recruiting stations in several states.

Governors of virtually all states having important National Guard units which were not summoned have sought permission to forward their entire contingent.

It was learned today that the sections of militia units were designed to furnish the elements of several provisional brigades and that, taken as a whole, the regulars and guardsmen represent the units of several field armies into which they might be quickly assembled should war with Mexico come.

Note May be Final Word.

The note delivered today is viewed here as President Wilson's final word to General Carranza. It makes no overtures for further discussion and leaves virtually no question to be settled except whether the de facto gov-

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DEMAND OF CARRANZA FOR WITHDRAWAL OF AMERICAN TROOPS FLATLY REJECTED

First Chief Rebuked for the Discourteous Tone of His Note to the United States, in Reply Handed to Ambassador Arredondo by Secretary Lansing Yesterday — Refutes Some of the Statements and Recites Border Depredations.

Washington, June 20.—The American note, flatly rejecting General Carranza's demand for a withdrawal of the United States troops from Mexico, was handed to Eliseo Arredondo, Mexican ambassador designate here, today. It was addressed to the Mexican Secretary of foreign relations and was signed by Secretary Lansing.

"I would be wanting in candor," says the opening paragraph, "if I did not, before making answer to the allegations of the fact and the conclusions reached by your government, express the surprise and regret which have been caused this government by the discourteous tone and temper of this last communication of the de facto government of Mexico.

Bloodshed and Disorder.

"The government of the United States has viewed with deep concern and increasing disappointment the progress of the revolution in Mexico. Continuous bloodshed and disorders have marked its progress. For three years the Mexican republic has been torn with civil strife; the lives of Americans and other aliens have been sacrificed; vast properties developed by American capital and enterprise have been destroyed or rendered non-productive; bandits have been permitted to roam at will through the territory contiguous to the United States and to seize, without punishment or without effective attempt at punishment, the property of Americans, while the lives of citizens of the United States who ventured to remain in Mexican territory or to return there to protect their property and interests have been taken, and in some cases barbarously taken, and the murderers have neither been apprehended nor brought to justice. It would be difficult to find in the annals of the history of Mexico conditions more deplorable than those which have existed there during these recent years of civil war."

Note Contains 6,000 Words.

The note, which contains about 6,000 words, then recites at length the border depredations of the last nine months, in particular saying that American garrisons have been attacked at night, American soldiers killed and their horses and equipment stolen, American ranches have been raided and trains wrecked and plundered. In these attacks, it adds, Carranzista adherents and even Carranzista soldiers took part in the looting, burning and killing.

Depredations upon American persons and property within American jurisdiction have been still more numerous, says the note, and adds:

Criminals Go Unpunished.

"General Carranza stated to the agent of the department that he had issued orders for the immediate pursuit, capture and punishment of those responsible for these atrocious crimes and appealed to this government and to the American people to consider the difficulties of according protection along the railroad where the massacre occurred. It is true that Villa, Castro, and Lopez were publicly declared to be outlaws and subject to apprehension and execution but so far as known only a single man personally connected with this massacre has been brought to justice by Mexican authorities.

"Within a month after this barbarous slaughter of inoffensive Americans it was notorious that Villa was operating within 20 miles of Cusihuiriachic, and publicly stated that his purpose was to destroy American lives and property. Despite repeated and insistent demands that military protection should be furnished to Americans, Villa openly carried on his operations, constantly approaching closer and closer to the border. He was not intercepted, nor were his movements impeded by troops of the de facto government and no effectual attempt was made to frustrate his hostile designs against Americans. * * * Villa's unhindered activities culminated in the unprovoked and cold-blooded attack upon American soldiers and citizens in the town of Columbus on the night of March the 9th. * * *

No Attempt to Catch Villa.

"After murdering, burning, and plundering, Villa and his men, fleeing south, passed within sight of the Carranzista military post at Casas Grandes, and no effort was made to stop him by the officers and garrison of the de facto government stationed there."

The note then refers to the pursuit of the Columbus raiders by the American forces as far as Parral, "where the pursuit was halted by the hostility of Mexicans presumed to be loyal to the de facto government" and who became in effect the protector of Villa and his band.

Negotiations with the Mexican de facto government direct and the Scott-Obregon conference regarding the first American expedition into Mexico are discussed in the note, which continues:

"Subsequent events and correspondence has demonstrated to the satisfaction of this government that General Carranza entered into agreement providing for a plan for the capture and execution of the Villa bands.

"I am reluctant," it reads further on, "to be forced to the conclusion which might be drawn from these circumstances that the de facto government in spite of the crimes committed and the sinister signs of Villa and his followers, did not and does not now intend or desire that these outlaws should be captured, destroyed, or dispersed by American troops, or, at the request of this government, by Mexican troops. * * *

The Glenn Springs Raid.

"A band of Mexicans, on the night of May 5 made an attack along Glenn Springs, Texas, twenty miles north of the border, killing American soldiers and civilians, burning and sacking property and carrying off two Americans as prisoners. Subsequent to this event, the Mexican government, as you state, 'gave instructions to General Obregon to notify the United States that it would not permit the further passage of American troops into Mexico on this account, and that orders had been given to all military commanders along the frontier not to consent to same', this government * * * can decisively assert that General Obregon never gave any such notification to General Scott, or General Funston, or so far as known to any other American official. General Obregon did, however, inquire as to whether American troops had entered Mexico in pursuit of the Glenn Springs raiders and General Funston stated that no orders had been issued to American troops to cross the frontier on account of the raid, but this statement was made be-

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N. C. NATIONAL GUARD WILL BEGIN MOVEMENT SATURDAY

When First Regiment Will Proceed to Camp Glenn, Other Two Regiments to Encamp at Intervals of Three Days—Mobilization Order Received Last Night—Required Strength Reached.

(Special Star Telegram.)

Raleigh, N. C., June 20.—Orders came late tonight for the mobilization movement of the North Carolina National Guard to begin Saturday, when the companies of the First regiment will be transported from their home stations to Camp Glenn, Morehead.

The Second and Third regiments will follow at intervals of three days each, the Eastern Department having designated Camp Glenn, for mobilization of the entire force in this State.

Adjutant General Young says mobilization preliminaries are moving splendidly with rapid enlistment to war strength.

Every one of the 36 infantry companies of the North Carolina National Guard, recruited to the required strength, was ready today by noon for the general mobilization. The First regiment will mobilize at Camp Glenn, Morehead City on Saturday.

Earlier Decision Superseded.

It had been decided today that it would be the middle of next week before there was any movement of North Carolina National Guard companies from their home stations. Then the movements would be by regiments, one to be mobilized to the concentration camp and gotten thoroughly settled before another was moved. This was the policy decided upon by the Advisory Board in session here today with Adjutant General Laurence W. Young.

There was a spirited hearing before the board as to the place of mobilization, whether it should be Camp Glenn or Raleigh. Representative citizens of Raleigh appeared and argued for Raleigh and the State Fair grounds as the place for at least two of the regiments and the cavalry troops. It was generally stated after the conference that Morehead would be the place, but General Young said that the matter was not settled and that it was a matter largely with the Eastern Department. It did seem, however, that the dominating sentiment with the Advisory Board was for using Camp Glenn.

The Raleigh forces continued wrestling with the State and National military authorities in an effort to swing

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ANOTHER PUNITIVE EXPEDITION ONLY WILL INCITE WAR

Carranza Tells Crowd of Patriotic Mexicans Otherwise There Will be No Conflict.

AN EXCUSE TO BACK DOWN?

American Military Authorities Along Border Ready and Waiting for Developments.

El Paso, Texas, June 20.—The border read the latest note to General Carranza today and then lapsed back into expectant waiting. Speculation tonight centered on the first chief's reception of the Lansing document.

A telegram received this afternoon at the Mexican consulate from the official news bureau in Mexico City read:

"General Carranza, addressing a patriotic crowd in Mexico City, declared that there would be no war with the United States unless the United States should send a further punitive expedition into Mexico."

The address referred to is believed to be the one mentioned in Monday night's dispatch, in which General Carranza was quoted as saying he did not wish war but would not avoid it to the sacrifice of the national dignity. In some quarters the telegram was interpreted as forecasting a backdown on the part of the first chief. It was pointed out that the United States has no intention of sending additional forces into Mexico unless a new situation arises.

Whatever Carranza's attitude, military authorities along the border announced themselves tonight in complete readiness for eventualities. At every point where the threat of the de facto soldiers exists preparations were made for protection of the American lives and property.

Indications today were that the first rush of American regulars over the boundary, if they do go over, will meet with slight resistance. All residents in these centers have been ordered southward while merchants have been instructed to move their goods to interior points. There has been no preparation of trenches or other fortifications.

American military men say that the Mexican officers during the Scott-Obregon conference who witnessed in El Paso the display of United States regulars, realize that the poorly equipped and illy drilled peons under the Mexican banner would have no chance in an engagement with the Americans. They predict the Mexicans will make a retreating fight of it, should a clash occur.

Strategists here point out the splendid military position of General Pershing's forces at Namiquipa. To the southeast the Santa Clara canyon cuts through spur of the Sierra Madres and provides a comparatively short route to Laguna on the Mexican Central railroad. Laguna is about 140 miles from Juarez and 90 miles from Chihuahua. By using the Mexican Northwestern to send another column into Chihuahua City, General Pershing could speedily control both the Mexican Central and the Mexican Northwestern from Juarez and dominate the situation south of Chihuahua City.

A trip through Juarez today showed no attempt there at fortification. The exodus of Americans from Chihuahua and Sonora continues. Men making their way to El Paso say that practically only Americans who have married Mexican women and raised families remain in the interior and these will make no attempt to leave.

Admission that Carranza soldiers, not bandits, had fired upon the retiring American expedition at Matamoras was contained in the following message received at the Mexican consulate today from H. Parry Abreau, director of the de facto government consulate.

"On the last Saturday there crossed on Mexican soid an American force on the pretext of pursuing bandits. After an exchange of fire with us, which resulted in one dead and one wounded, on our part, the Americans withdrew to their own side."

Norfolk, Va., June 20.—The majority of the match in the preliminary round of the Virginia State championship for the men's singles was lost through default at the Country Club courts here today. Eli Whitney, who won easily from Hugh Murray, promises to be one of the contestants in the finals, with H. T. Kelleher or W. C. McMillan, Jr., as his opponent. In the ladies' singles Miss Florence Ballin is the only one who has played successfully through the second round.

THE DAY IN CONGRESS

SENATE

Met at noon.

Commerce committee considered shipping bill.

Postoffice appropriation bill considered.

Passed diplomatic appropriation bill.

Recessed at 5:40 p. m. to noon Wednesday.

HOUSE

Met at 11 a. m.

Adopting the resolution directing the speaker to issue a warrant to take into custody District Attorney Marshall, at New York, to bring him before the bar of the House for contempt.

Adjourned at 5:30 p. m. to 11 a. m. Wednesday.

TO PLACE ARMY OF 70,000 MEN ALONG THE RIO GRANDE

Funston Requests War Department to Send Large Part of Militia as Soon as Possible.

ENTRAINING BEGINS TODAY

New Incursions Across the Border Line After Bandits May be Expected at Any Time.

San Antonio, Texas, June 20.—Facing Carranza's army in Northern Mexico there will be stationed along the Rio Grande within a week or ten days an American force that will total, it was stated today, almost 70,000 men. General Funston has requested the War Department to send him as quickly as possible a large part of the National Guardsmen and advices received late today indicated that entraining of the first troops would be begun tomorrow. Some of them will be brought to San Antonio and held as a reserve, but others will be within sight of Mexico when they get off the trains.

General Funston did not announce how many men he has asked for but it is known that he expects more than a division and probably not less than 28,000 men will be sent.

Already the border army, made up of regulars and the militiamen of Texas, New Mexico and Arizona comprises more than 40,000.

Army officers here do not regard the quiet prevailing all along the line today as indicative of any improved condition.

Reports continued to indicate that bandits are operating just south of the international line and that new incursions may be expecte dat any time.

T. R. Beltran, Mexican consul general here, sent today for publication through Texas, New Mexico and Arizona a proclamation calling on all Mexicans to "maintain a serene and unprejudiced attitude in order not to complicate the situation."

The quartermaster department will probably advertise tomorrow for bids on horses and mules for which the army must pay at the prevailing market price more than $10,000,000. Instructions that were received today announced that the army was in the market for 26,500 cavalry horses, 15,100 artillery horses, 5,000 wheel mules, 8,100 lead mules and 8,000 pack mules.

Army officers here believe it not improbable that Carranza could equip 150,000 men and the best estimates obtainable indicate his army now is about 100,000.

In the northern state the Mexican force was estimated at approximately 45,000, the greater part of which is within striking distance of General Pershing's column.

Additional details about the bandit attack on the San Ignacio garrison were contained in General Mann's weekly report o Genreal Funston. Revised figures showed that nine bandits were killed, four wounded and five captured. The Americans killed six horses, captured an equal number and took 15 rifles. When the outlaws were driven off they abandoned 32 bombs and 45 pounds of dynamite near camp. All of the Mexicans killed were found to have 100 rounds of ammunition in their belts.

STATE GETS $2 A DAY FOR CONVICTS AT BADEN

All to be Withdrawn From Railroads Until December

Those on Public Highways in West to Remain—One Hundred and Fifty or More to be Furnished Development Company.

(Special Star Correspondence.)

Raleigh, N. C., June 20.—All state convicts now being worked on railroads in exchange for State stock in the railroads being constructed are to be taken from these roads within the next week or two and assigned to the Hardaway Construction Co., at Baden for the completion of the great Whitney power plant on the Yadkin, it being specified that the convicts are to be returned to the several railroads by December 1. At Baden the State will receive $2 per day cash for the convicts, whereas, for the railroad work there is paid $1.65 per day in railroad stock to the State.

The construction company offered the $2 per day for the reason that they are under heavy penalty to complete the Whitney power development by December 1 and ordinary day labor is found to be so undependable that they want to put in the additional 150 or 160 convicts they now offer to take and withdraw from the railroads.

Governor Craig, the Council of State

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RUSSIANS ADVANCING AGAINST THE TEUTONS CROSS SERETH RIVER

They Have Occupied the Bukowinian Towns of Zadova, Stroginetz and Gliboka.

CLOSE ON ENEMY'S TRAIL

Austrians Reported by Petrograd to be Retreating Disorderly Towards Mountains.

GAINS IN GALICIA CHECKED

Both Petrograd and Berlin Claim Successes in This Region.

The Russians, continuing their advance against the Austrians through Bukowina, have crossed the Sereth river, southwest of Czernowitz, and occupied the towns of Zadova, Stroginetz and Gliboka. The Austrians in this region, their army cut in two, are declared by Petrograd to be in disorderly retreat, with the Russians energetically pursuing them toward the Carpathian mountains.

Divergent Reports of Success.

An element of uncertainty as to the situation between the Pripet river and the Galician frontier has arisen, owing to the divergent reports of the Russian and German war offices, both of which claim successes for their armies. Northeast of Kiselin, which lies between Lutsk and Vladimir-Volynski, Petrograd says an Austrian attack, supported by Germans, was repulsed, while Berlin asserts that the Teutonic allies were victorious and are fighting their way forward against the Russians.

The Russians also claim a defeat of the Teutonic Allies southeast of Lokatchi, which lies south of Kiselin, while Berlin declares that between the Kovel-Lutsk railroad and the Turia river the Teutons have broken down the Russians' resistance or repulsed their attacks.

In Galicia in the region of Buczacz, Austrians and Germans are still desperately resisting the Russian attempts to press forward toward Lemberg.

In general, the situation on the other war fronts is unchanged. In the region of Fort Vaux, northeast of Verdun, there has been rather lively artillery fighting and bombardments and mining operations have taken place along the remainder of the French front.

Attacks and counter attacks by the Austrians in the Trentino region have followed each other, but neither of the belligerents has been able to make any marked progress.

THREE MORE TOWNS ARE OCCUPIED BY THE RUSSIANS

Petrograd, (via London), June 20.—The occupation by Russian troops of the towns of Deadova, Stroginetz and Gliboka on the river Sereth was announced by the war office today. The statement follows:

"Western front—On several sectors of the front occupied by the armies under General Brussiloff, the enemy continues to make desperate counter-attacks.

"The enemy offensive in the vicinity of Voronchine, northeast of Kiselin, seven versts north of the Lutsk-Vladimir-Volynski road, supported by German troops recently transported, has broken down under our fire.

"According to reports just received, our troops, after a counter-attack in the region from the village of Rogovitchi to the southeast of the village of Lokatchi, repulsed the enemy and captured sixteen officers, 1,200 men and eight machine guns.

"In this decisive action the clever handling of a Russian rifle battalion, which took the enemy by both flank and front, is particularly mentioned. This battalion, forming part of a crack rifle regiment, not only put the enemy to flight, but recaptured the three guns whose los was announced in yesterday's communication. Moreover, the battalion took 300 prisoners and three machine guns.

"Further reports of the fighting in the region north of Gadomitchi on the Styr and west of the village of Kolki, show that we on the 17th captured 96 officers, 3,137 men and 17 machine guns. In the region of Okhotnikovo, east of Sarny, we captured a German aeroplane with pilot and observer. In the region of Gaivoronka and Vienruvitchiki, north of Buczacz on the Stripa, the enemy is offering stubborn resistance.

"On our extreme left wing the enemy is retreating in disorder. We are pursuing and have occupied the towns of Zadova, Stroginetz and Gliboka, on the Sereth line.

"On the Dvina front we bombarded enemy positions. On the night of the 19th in the region north of Spiagla and east of Lake Vischnevskoie the enemy attempted to approach our trenches, but was repulsed by our rifle fire.

"Caucasus front—In the direction of Bagdad, in the region of Serpoul, we repulsed infantry and cavalry attacks with great losses to the enemy.

"A supplementary headquarters report describes an action which followed an engagement on the 10th with the enemy, driven from organized positions, south of Zale Szczyky ,began a precipitate retreat in the direction of Zastavna. Our infantry, encouraged

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GOOD ROADS HOSTS ARE ASSEMBLING

From the Mountains to the Seashore They Come to Attend Annual Convention.

AT THE BEACH TODAY

Automobile Party Travels Distance of Five Hundred Miles From Bryson City—Many Other Parties Reach Wilmington.

From the mountains to the sea, not figuratively but literally speaking, the good roads advocates of Tar Heeldom are gathering in Wilmington and at Wrightsville Beach, some of them coming in automobiles, hundreds of others by rail, to attend the annual convention of the North Carolina Good Roads Association, which assembles in the auditorium on Harbor Island at Wrightsville Beach this morning to be in session for three days, closing with a grand spectacular parade on Friday night.

While many arrived yesterday the first big delegation to come in was last night when some four score came down from Fayetteville and intervening points. Mr. P. H. Hanes headed a party of a dozen or more from Winston-Salem while from Bryson City, far up in the mountains, Dr. A. M. Bennett and party of five men came all the way, a distance of 500 miles, in two automobiles to attend this meeting which is expected to be the biggest in the interest of improved highways ever held in North Carolina.

Dr. Joseph Hyde Pratt, secretary of the association, who arrived Monday night, was in Wilmington yesterday to confer with the local committees in the final details for the convention. Dr. Pratt was enthusiastic over the outlook and expressed great pleasure in finding how well everything had been taken care of. President H. B. Varner, of Lexington, who arrived last night, was also greatly pleased.

While the delegates were coming in on every train yesterday and last night, Contractor Joe Schad had a force of 150 men working on the new auditorium, getting it in readiness for the convention. The roof has been placed on the structure and 2,000 orchestra seats have been placed in the building. The entire front of the building has been decorated with large United States flags, presenting a most patriotic appearance.

There will be two sessions of the convention today, one this morning another this afternoon at 3 o'clock. Following the afternoon session at 5 o'clock the Wilmington Rotary club will have something distinctly novel in the "stunts" which will be pulled off at the Oceanic Hotel, the headquarters of the Good Roads Convention. The Rotarians will go down on the 3 o'clock car to prepare for these stunts. Tonight at 8 o'clock an informal get-together meeting will be held at th Oceanic Hotel.

For the convenience of automobilists going to the beach, the Tidewater Power Company has placed a 15-minute schedule on across the trestle over Banks channel.

The Chapman-Alexander Tabernacle on Castle street between Third and

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AT LEAST SIX CAPITAL WARSHIPS TO BE ASKED

And Also an Increase of 20,700 Enlisted Men in Navy.

Programme Agreed Upon at the White House Will be Presented to the Senate for Incorporation in the Naval Bill.

Washington, June 20.—A building programme of at least four battle cruisers and two dreadnaughts and an increase of 20,700 men in the navy's enlisted personnel were agreed on at a White House conference today as provisions which the Administration will ask the Senate to include in the pending naval bill. As passed by the House the measure provides for only five capital ships, all battle cruisers, and for a personnel increase of only 11,000 men.

Secretary Daniels, Chairman Tillman of the Senate Naval Committee, and Senator Swanson, another majority committee member, went over the programme carefully with President Wilson, and it was said afterward that work on the amended bill would be started immediately.

Secretary Daniels indicated tonight that he would not consent to any compromise by which the personnel increases would be sacrificed. The Secretary made public a letter written to Chairman Tillman, which said:

"Owing to the immediate and unex-

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MARSHALL TO FACE BAR OF THE HOUSE

United States District Attorney of New York is Ordered Taken Into Custody.

CHARGED WITH CONTEMPT

Criticised Work of the House Sub-Committee—James W. Osborne Identified as the Elusive "Oliver Osborne."

Washintgon, June 20.—Contempt against H. Snowden Marshall, United States District Attorney of New York, because of his criticism of a house subcommittee, were sustained by the House today by a vote of 208 to 85 and the sergeant-at-arms was ordered to take Marshall into custody and bring him before the bar of the House.

The action is the outgrowth of impeachment proceedings brought against Mr. Marshall by Representative Buchanan. The sub-committee which investigated them and whose motives he impugned already has recommended against impeachment.

Speaker Clark probably will issue a warrant tomorrow but some of Mr. Marshall's friends said tonight he might anticipate its service and appear voluntarily. Although House leaders have indicated they would be satisfied with a public reprimand, a more severe punishment, including imprisonment might be imposed. A vote will be taken later.

Representative Graham, of Pennsylvania, defending the District Attorney, said the sub-committee had opened a publicity campaign to which Mr. Marshall's statements were but the natural reply of an indignant man. The sub-committee had erred, he says, in opening hearings in New York and in trying to obtain information from members of the grand jury there. Representatives Montague, of Virginia, and Sherley, also defended Mr. Marshall. The vote was non-partisan.

The impeachment proceedings were started by Representative Buchanan after the District Attorney's investigation of the unneutral activities of Labors National Peace Council, which resulted in the indictment of Representative Buchanan and others. Charges against Mr. Marshall related to the general conduct of his office and particularly his conduct of the Rae Tanzer perjury case.

Contempt charges were preferred after the district attorney had written a letter to the sub-committee branding its work is "irregular and extraordinary" and declaring it was attempting to protect a member of Congress.

WAR OR PEACE DEPENDS ON CARRANZA'S COURSE

(Continued from Page One.)

ernment will suppress outlawry against Americans.

It was learned today that plans have been laid by the Navy and Treasury Departments to aid in stopping shipments of war munitions to Mexico by water, while the military patrol of the border will close that route.

Another preparatory step taken by the navy was the decision of Secretary Daniels to ask the Senate to add authorization for approximately 10,000 additional enlisted men to the pending navy bill, which as it passed the House provides for an increase of 11,000 over the present strength. Mr. Daniels explained that the necessity of putting many small ships, usually held in reserve, into commission for service in southern waters made it imperative that the navy be recruited up promptly. It is possible the authorization for the increase will be sought in a separate measure to avoid delay. Should war come the personnel of the fleet must be immediately increased and the aviation corps and other auxiliary service must be strengthened.

Speculation in Event of Attack.

There was much speculation on all sides tonight as to the probable course of the President should Carranza order an attack on General Pershing's men. It was generally believed that the hint contained in Secretary Lansing's note that military occupation of Northern Mexico had been considered as an alternative at times when the situation beyond the border appeared critical, might indicate the plan of action should war now be forced.

With American forces disposed along the line holding important towns on the gulf coasts there could be no fear of serious hostilities at the border. Any advancing Mexican force would be subject to attack from the rear should it move northward of the advanced line of Pershing's men.

Troop Disposition Secret.

The disposition of the troops and even the number now beyond the border, constitute military secrets. There is reason to believe, however, that between 10,000 and 12,000 regulars are posted at the advance camps or along the line of communication. Relief expeditions are also said to have been organized at various points, ready to dash forward in flank attacks on any large Mexican force which might attempt to assault General Pershing's entrenched camps or cut him off from his border base of supplies. One column, with strong artillery support, is said to be ready to cover Pulpit Pass, the military highway through the mountains between the states of Chihuahua and Sonora, and through which the formidable Sonora garrisons might seek to strike at Pershing's rear detachments.

It was pointed out that establishment of a general line across Mexico south of Pulpit Pass would close that route to hostile forces. Another argument advanced in support of the plan of action was that the various railroads could be quickly repaired and used to supply the troops.

Complete Occupation.

Some officials believe that with the prompt repulse of any attack on American forces and the maintenance of a rigid watch over the supplies that enter the country, complete occupation could be carried out with little fighting after the lapse of a few weeks. While roving bands of outlaws would make vigilance essential, it was thought organized resistance could be quickly broken up as the advanced columns were reinforced with volunteers and moved slowly southward.

Army officers and high officials would not discuss these suggestions. They admitted privately their belief that war was imminent since Carranza had given every indication of a determination to force the issue at any cost, but were disposed to refrain from making statements that might inflame the Mexican populace.

The section of the bill referred to contains the statement that the men shall be called under the draft "for the duration of the war," unless sooner discharged. Because of this phraseology, and also because adoption of the resolution would be only a matter of a few minutes when needed, leaders in Congress determined to hold it up until events show what is to be expected beyond the border.

Arredondo Cancels Appointment.

Ambassador Designate Arredondo had arranged to see Secretary Lansing today, but withdrew his request for an appointment after the note had been handed to him. He made no explanation either on the object of his projected call or his reason for cancelling it. It is believed, however, that he was anxious to learn the attitude of General Carranza after reading the American note before having any further formal interchanges with American officials.

War Department officials were somewhat amused tonight at a message from the border, saying a Carranza military commander near the line had sent his son into the United States for safety while he himself prepared to lead his forces against the American army, if war is to come. They also noted border advices that Mexican civilians, fleeing to the American side in anticipation of war, had been halted for service in the Mexican army.

WILMINGTON LADY PREFERRED TANLAC TO AN OPERATION

Mrs. Eliza Rouse says: "It is Truly a Remarkable Medicine and I Gladly Recommend it." Gains in Weight and Strength.

How she has been made to feel better than for years through Tanlac, after being told by doctors that she had gall stones and could expect no results unless submitting to an operation, was the welcomed change told of several days ago to the Tanlac Man by Mrs. Eliza Rouse, 1320 MacRae Alley, this city.

"I suffered from indigestion and a heavy, bloated feeling after eating, loss of sleep, nervousness and a general run down in health," Mrs. Rouse explained to the Tanlac Man. "Doctors told me I had gall stones, and could expect no results unless I underwent an operation, as my kidneys were in a very bad shape. They also told me I had hardening of the liver, as I had to continually take purgatives before taking Tanlac.

"I took Tanlac because it was doing so much good for my friends. From but a single bottle I have gained such an appetite that I can eat anything I wish with no distress; sleep better than I have for years, and am not nervous any more—my kidneys and liver are working better than I ever expected them to again.

"Tanlac has gained me weight and strength, and all in all I feel better than I have been in years. It is truly a remarkable medicine, and I gladly recommend it to the sick and suffering."

Each day the Tanlac Man explains Tanlac's merits at the Bellamy Drug Store. In Burgaw, C. L. Halstead sells it; Bradham Drug Co., New Bern; Watson's Pharmacy, Southport; G. W. Kirby, Supply; E. King & Sons, Snead's Ferry; A. N. Rhodes & Co., Rocky Point; J. L. Southall, Magnolia. Each town has a Tanlac druggist.

DEMAND OF CARRANZA FOR WITHDRAWAL OF THE U. S. TROOPS FLATLY REJECTED

(Continued From Page One.)

fore any such orders had been issued and not afterwards. * * *

All Possible Encouragement Given.

"You state, in effect, that the American government has placed every obstacle in the way of attaining the pacification of Mexico and that this is shown by the volume of diplomatic relations in behalf of American interests which constantly impede efforts to reorganize the political, economical and social conditions of the country by the decided aid lent at one time to Villa by American officers and by the Department of State; by the aid extended by the American Catholic clergy to that of Mexico; by the constant activity of the American press in favor of it and the interests of American business men by the shelter and supply of rebels and conspirators on American soil; by the detention of shipments of arms and ammunition purchased by the Mexican government and by the detention of machinery intended for their manufacture.

"In reply to this sweeping charge, I can truthfully affirm that the American government has given every possible encouragement to the defacto government in th epacification and rehabitation of Mexico. From the moment of its recognition, it has had the undivided support of this government."

Munitions Embargo.

After calling attention to the attitude of the Mexican press toward Americans the note says it should not be surprising that after manifestations of such hostile feeling the United States was doubtful of the purpose for which a large amount of ammunition, which the defacto government appeared eager to import from this country, might be used. It also said the refusal of the de facto government to aid in destroyin gthe Villa bandits and remove the danger of the ammunition falling into their hands. Continuing the note reads:

"Candor compels me to add that the unconcealed hostility of the subordinate military commanders of the defacto government toward the American troops engaged in pursuing the Villa bands and the efforts of the defacto government to compel their withdrawal from Mexican territory by threats and show of military force instead of by aiding in the capture of the outlaws constitute a menace to the safety of the American troops and to the peace of the border. As long as this menace continues and there is any evidence of an intention on the part of the defacto government or its military commanders to use force against the American troops instead of co-operating with them, the government of the United States will not permit munitions of war or of machinery for their manufacture to be exported from this country to Mexico.

"As to the shelter and supply of rebels and conspirators on American territory I can state that vigorous efforts have been and are being made by the agents of the United States to appresent and bring to justice all persons found to be conspiring to violate the laws of the United States by organizing to oppose with arms the defacto government of Mexico.

Withdrawal is Refused.

"In view of the inactivity of the Carranza forces, of the lack of co-operation in the apprehension of the Villa bands, and of the known encouragement and aid given to bandit leaders, it is unreasonable to expect the United States to withdraw its forces from Mexican territory or to prevent their entry again when this presence is the only check upon further bandit outprotecting American lives and homes. * * *.

"Your government intimates, if it does not openly charge, that the attitude of the United States is one of insincerity, distrust and suspicion toward the defacto government of Mexico, and that the intention of the United States in sending its troops into Mexico is to extend its soverignty over Mexican territory and not merely for the purpose of pursuing marauders and preventing future raids across the border * * * *. The government of the United States, if it had had designs upo nthe territory of Mexico, would have no difficult yin finding during this period of revolution and disorder many plausible arguments for intervention in Mexican affairs. * * * Can that government doubt that months ago, when the war between the revolutionary factions was in progress, a much better opportunity than the present wa safforded for American intervention, if such has been the purpose of the United States as the defacto government now insinuates?".

Duty to Protect Americans.

The most effective method of preventing raids such as those that have occurred along the border, says the note, has been shown by past experiences to visit punishment or destruction on the raiders, and adds that if the Mexican government is unable or unwilling to give this protection by preventing its territory from being the rendezvous of murderers and plunderers, that does not relieve this government from the duty of safeguarding American citizens on American soil.

"The United States government," it says, "cannot and will not allow bands of lawless men to establish themselves upon its borders with liberty to invade and plunder American territory with impunity, and when pursued, safety across the Rio Grande, relying upon the plea of their government that the integrity of the soil of the Mexican republic must not be violated. * * *

"The government of the United States does not wish to believe that the de facto government approves these marauding attacks, yet as they continue to be made, they show that the Mexican government is unable to repress them. * * *

"In conclusion, the Mexican government invites the United States to support its assurances of friendship with real and effective act, which 'can be no other than the immediate withdrawal of the American troops.'

To Maintain National Rights.

"For the reasons I have herein fully set forth, this request of the de facto government cannot now be entertained. The United States has not sought the duty which has been forced upon it of pursuing bandits who, under fundamental principles of municipal and international law, ought to be pursued and arrested and punished by Mexican authorities. Whenever Mexico will assume and effectively exercise that responsibility, the United States, as it has many times before publicly declared, will be glad to have this obligation fulfilled by the de facto government of Mexico. If, on the contrary, the de facto government is pleased to ignore this obligation, and to believe that in case of a refusal to retire these troops there is no further recourse than to defend its territory by an appeal to arms,' the government of the United States would surely be lacking in sincerity and friendship if it did not frankly impress upon the de facto government that the execution of this threat will lead to the gravest consequences. While this government would regret it, it cannot recede from its determination to maintain its national rights and to perform its full duty in preventing further invasions of the territory of the United States, and in removing the peril which Americans along the boundary have borne so long with patience and forbearance.

"Accept, etc.

"ROBERT LANSING."

AT LEAST SI CAPITAL WARSHIPS TO BE ASKED

(Continued From Page One.)

pected need for enlisted men to keep in commission and place in commission ships which are ordinarily kept in reserve with reduced crews and to fully man all such ships, I recommend that there be incorporated in the pending naval appropriation bill a provision establishing the enlisted strength of the navy to 74,700 men and authorizing the President to increase the number to 87,000 when in his judgment it may become necessary to place the country in a complete state of preparedness. The increase to 74,700 from the 54,000 now enlisted is the number recommended by the general board."

Souvenir Dance Tonight

at Lumina complimentary to North Carolina Pharmacists. (advertisement)

The Spirit of Progress

Prevails Throughout This Store

And men who want cool, light weight suits — suits for this Convention, and general summer wear, will do well to see just what we are showing in Palm Beach, Kool Cloth and Mohair Suits.

The styles are all that could be desired. The tailoring is perfect, and never before have men been able to get such smart suits at such reasonable prices.

Palm Beach Suits, **$4.98** and **$7.50.**

Kool Cloth Suits, **$6.95, $7.50** and **$8.95.**

Mohair Suits, **$9.95** and **$12.50.**

Great Line of Straw and Panama Hats For Men

In all the very newest shapes, smart and conventional Senates, Yachts, Alpines, Couriers, Etc., and at the prices we are now able to offer you really smart Summer Hats, you do not show the spirit of progress, unless you are bedecked with one.

Step Into Eastern Carolina's Biggest Department Store First — We Will Take a Great Pleasure in Helping You to See Wilmington. ∴ ∴

BELK - WILLIAMS CO.

Views of Some of New Hanover's Good Roads

Villa View Road—New Hanove County, Tarvia Treated.

Wrightsville Turnpike—New Hanover County.

Fort Fisher Highway.

Masonboro Road— Hanover County.

BELL-ANS

Absolutely Removes Indigestion. One package proves it. 25c at all druggists.

Baseball
Boating
Yachting
Angling

SPORTS

Motoring
Aeronautics
Tennis
Golf, Etc.

TIGERS WIN A CLOSE GAME FROM INDIANS

Dauss Pitches a Good Game, Allowing Only Two Hits.

Athletics Are Beaten by the Senators Two to One—Yankees Defeat the Red Sox—White Sox Victorious Over Browns.

RESULTS YESTERDAY
At Detroit 2; Cleveland 1.
At Philadelphia 1; Washington 2.
At Boston 1; New York 4.
At St. Louis 2; Chicago 4.

WHERE THEY PLAY TODAY
New York at Boston.
Washington at Philadelphia.
Cleveland at Detroit.
Chicago at St. Louis.

STANDING OF THE CLUBS

	W	L	Pct.
Cleveland	32	23	.582
Washington	30	23	.566
Detroit	31	24	.564
New York	29	25	.537
Boston	27	27	.500
Chicago	26	26	.500
St. Louis	22	31	.415
Philadelphia	15	34	.306

Detroit, June 20.—A two-base hit by Young with two out in the ninth inning scored Veach from second base with the run that gave Detroit a 2 to 1 victory over Cleveland here today. Dauss pitched one of the best games he has this season, allowing only two hits. Lowdermilk was unsteady, giving eight base on balls.

Cleveland .....000 100 000—1 2 0
Detroit .....010 000 001—2 5 0
Lowdermilk and Billings; Dauss and Stanage.

Philadelphia, June 20.—Bush held Washington to three singles in eight innings but his wildness proved costly and the visitors defeated Philadelphia 2 to 1. Both of Washnigton's tallies were scored by men who were passed.

Washington .....101 000 000—2 3 2
Philadelphia .....000 000 001—1 6 1
Gallia and Henry; Bush, Nabors and Schang.

Boston, June 20.—New York won the opening game of the series from Boston today 4 to 1, and the world's champions would have been shut out but for a drive over the left field fence in the seventh by Walker. Bauman, Yankee left fielder, made five hits in five times at bat.

New York .....110 110 000—4 12 0
Boston .....000 000 100—1 7 1
Keating and Nunamaker; Leonard, Mays and Agnew and Cady.

St. Louis, June 20.—Chicago won the first game of the series with St Louis here today 4 to 2. Plank was batted from the box in the sixth when five singles and a sacrifice hit gave the visitors three runs.

Chicago .....000 003 010—4 7 0
St. Louis .....001 000 001—2 7 2
Williams and Schalk; Plank, McCabe, Davenport and Chapman and Severoid.

MINOR LEAGUES.

CAROLINA LEAGUE
At Asheville 2; Durham 3.
All other games rained out.

VIRGINIA LEAGUE
At Norfolk 1; Portsmouth 0.
At Hopewell 6-0; Petersburg 2-1.
At Rocky Mount 2-0; Newport News 1-1.

SOUTHERN ASSOCIATION
At Atlanta 3; Nashville 8.
At Birmingham 2; Chattanooga 1.
No other games scheduled.

SOUTH ATLANTIC LEAGUE
At Jacksonville 1; Augusta 6.
At Charleston 9; Columbia 10.
At Macon 2; Columbus 8.
At Albany 10; Montgomery 2.

AMERICAN ASSOCIATION
At Minneapolis 1-6; Columbus 4-2.
At Kansas City 5; Indianapolis 4.
At St. Paul 2; Toledo 3.
At Milwaukee 4; Louisville 5.

INTERNATIONAL LEAGUE
At Newark 1; Toronto 5.
At Providence 11; Montreal 4.
At Richmond 2; Buffalo 7.
At Baltimore 5; Rochester 2.

HARVARD WINS FIRST GAME OF THE SERIES WITH YALE

New Haven, Conn., June 20.—With the score tied in the ninth and the bases filled, Percy sent a slashing triple to left, and Harvard won the first game of the series from Yale today, 5 to 2 in the presence of a large commencement crowd. The parade of the reunion classes around the diamond previous to the game had a distinctly martial air. One class wore military uniforms and carried guns; a war balloon hovered over the field.

CHAMPS AND BUILDERS DIVIDE A DOUBLE BILL

Tar Heels Took Opener, Which Went for Twelve Innings.

Kirscher, Recently Acquired by Rocky oMunt, Played a Great Offensive and Wins Game in Twelfth Inning.

(Special Star Telegram.)

Rocky Mount, N. C., June 20. — There was plenty of baseball in today's double bill, which was divided between the Builders and Champs, the Tar Heels taking the opener, which went for 12 innings, the score being two to one. The closing event was an easy 4 to 0 affair for the visitors. Both clubs played great ball throughout and every point was hard fought, while Kirscher, recently acquired by the Champs, from Richmond, played a great offensive game in the first, and did much of the locals' hitting in both.

The fellow's great spurt of speed in the 12th gave the locals the victory in the first, while Brown on the pinnacle was a master and allowed but four hits, all of them singles, and but two were connected. Trahkill was effective, but oft in trouble, slipped in the fourth, when the Champs tied the score, and lost his game in the 12th by routing the first man up on bad ones.

The closing event was won by the Builders, because Gardner was the more effective, and his support was all that could be asked, while Spade was bobbled behind often, and there was but one earned run made against him. Payne, in right, staged two running one-hand robs of drives against the right field fence that would have made trouble.

First game:
Newport News . .100 000 000 00—1 4 0
Rocky Mount . .000 100 000 001—2 7 1
Trahkill and Lake; Brown and Talbot. Umpire, Buckley. Time, 2:45.

Second game:
Newport News . . . .000 013 0—4 7 1
Rocky Mount . . . .000 000 0—0 3 4
Gardner and Lake; Spade and Ryan. Umpire, Buckley. Time, 1:35. Attendance, 963.

WHITEVILLE MAKES IT FOUR STRAIGHT FROM SHALLOTTE

Whiteville, N. C., June 20.—In an exciting contest featured by extra base hitting, Whiteville this afternoon won the fourth game out of as many played from Shallotte, by a score of 9 to 8. The locals secured an early lead by hitting Swinson hard in the first three innings, and the game looked like easy sailing for the home team until the fifth, when the visitors annexed four tallies. They tied the score in the sixth with as man ymore, the locals putting the winning run across, after two men were down in the ninth, Rogers scoring when Terrell dropped Grady's fly.

Shallotte .....000 044 000—8 9 5
Whiteville .....204 200 001—9 9 5
Swinson and Swinson; Barefoot and Cashwell; umpires Lyon, Parsley and Schulken.

LUMBERTON GOES INTO FIRST PLACE BY DEFEATING PARKTON

Lumberton, N. C., June 20.—Lumberton went into first place today by defeating Parkton 9 to 1. The locals hit both Rogers and Davis with ease, while Barnes held the opponents safe at all stages, the visitors securing but two clean safeties. He fanned 14. Galloway, playing short for Parkton, cut off two runs by a sensational catch. Persons singled four times and walked once. Carroll was forced to retire in the third because of an injury to his hand.

Parkton .....000 000 010—1 5 1
Lumberton .....111 030 03*—9 12 1
Rogers, Davis and McMillan; Barnes, Carroll and Love.

LAURINBURG LOSES TO FAIRMONT, SCORE 10 TO 7.

Laurinburg, N. C., June 20.—Laurinburg lost to Fairmont here today by the score of 10 to 7; in a poorly played game on account of wet grounds. Both teams were free with the willow. Floyd issued nine passes to Covington's four.

Fairmont .....010 031 05—10 7 2
Laurinburg .....120 030 01— 7 10 2
Floyd and McCormick; Covington and Smith.

New York, June 20.—Howard F. Whitney, secretary of the United States Golf Association, said that only 70 entries had been received so far for this year's national open championship, which is to be decided on the lines of Minikahda club, Minneapolis, June 26-30. Several other entries are expected during the week.

PHILLIES TAKE BOTH DOUBLE HEADER GAMES

Climb to Within Four Points of the Brooklyn Leaders.

Giants and Braves Break Even in Double Header at New York—Pirates Lose to Cardinals by Margin of Four Runs.

RESULTS YESTERDAY
At New York 4-0; Boston 2-1.
At Brooklyn 4-3; Philadelphia 7-9.
At Pittsburg 6; St. Louis 10.
At Chicago-Cincinnati, rain.

WHERE THEY PLAY TODAY
Philadelphia at Brooklyn.
Boston at New York.
St. Louis at Pittsburg.
Cincinnati at Chicago.

STANDING OF THE CLUBS

	W	L	Pct.
Brooklyn	29	19	.604
Philadelphia	30	20	.600
New York	25	22	.532
Cincinnati	25	26	.490
Boston	23	24	.489
Chicago	25	27	.481
Pittsburg	21	28	.429
St. Louis	24	32	.429

Brooklyn, June 20.—By taking both games of a double header today from Brooklyn, Philadelphia climed to within four points of the leaders in the league race. The scores were 7 to 4 and 9 to 3. The champions outplayed the locals in all departments.

Philadelphia .....301 002 100—7 11 0
Brooklyn .....000 400 000—4 8 3
Rixey and Killifer; Dell, Cheney, Marquard and Meyers.

Second game:
Philadelphia .....503 010 000—9 13 1
Brooklyn .....000 200 010—3 8 3
Demaree and Burns; Coombs, Appleton, Mails and Meyers and McCarty.

New York, June 20.—New York and Boston broke even today on the season's first National League double header in this city, the Giants winning the first game 4 to 2, and the Braves taking the second game 1 to 0. New York won the early game by bunching five hits off Tyler for three runs in the first inning, Ragan defeated Tesreau in a pitchers' battle in the second game.

Boston .....100 000 001—2 5 2
New York .....300 100 00*—4 9 2
Tyler and Gowdy; Anderson and Rariden.

Second game:
Boston .....000 001 000—1 4 0
New York .....000 000 000—0 5 2
Ragan and Gowdy; Tesreau, Schauer and Rariden and Dooin.

Pittsburg, June 20.—St. Louis defeated Pittsburg in a 12-inning game here today by a score of 10 to 6. Three hits, a base on balls and a wild throw gave the visitors four runs in the final inning.

St. Louis ....001 100 202 004—10 18 3
Pittsburg ...002 001 300 000— 6 11 3
Williams, Doak, Jasper and Snyder and Gonzales; Mamaux, Cooper, Miller and Gibson.

RUSSIANS ADVANCING AGAINST THE TEUTONS CROSS SERETH RIVER

(Continued From Page One.)

by the success obtained, and without a moment's rest, continued the pursuit of the Austrians preventing them from securing intermediary positions previously prepared.

"Under these circumstances, one of our regiments advanced to Zastavna with a battery of horse artillery. The commander of this division perceiving parties of enemy infantry passing in disorder through Zastavna, while an enemy battery also was fleeing by the main road, and that this battery would inevitably escape, as no cavalry was available, decided to send his gun teams in pursuit. Sixty mounted men, led by three officers and the commander of the battery, Colonel Shirinkine, dashed into the town and 40 horsemen were immediately dispatched in pursuit of the enemy infantry, while Captain Nassonoff with other men chased the retreating battery.

"The first party, having sabered a number of the fugitives, captured 154 men, while the second swooped down upon the Austrian battery, whose gunners, while hastily retreating, defended themselves with revolvers and carbines. It was oonly after the commander of the enemy battery was killed and the horses and riders of the gun teams were wiped out that the battery surrendered. We took two officers, 79 men, 30 horses, four guns in working order and an ammunition wagon. The enemy infantry observing the loss of the battery opened a rapid fire without success. The losses of the Russian battery in this affair were only three killed."

"The Battle Cry of Peace"
Earth's mightiest photoplay and spectacle. Royal today, 15 cents and 25 cents. (advertisement.)

Delicious
Refreshing
Bottled
Coca-Cola
TRADE MARK REGISTERED

Wherever you go—whatever you do—you'll find Coca-Cola's summer comfort ready to hand.

At the fountain or in the bottle, there's always the same degree of pleasure and refreshment provided.

No other beverage satisfies with just such completeness as Coca-Cola—is so characteristically sufficient to meet every demand—so inherently pure, good and wholesome.

Demand the genuine by full name—nicknames encourage substitution.

THE COCA-COLA CO.
ATLANTA, GA.

Whenever you see an Arrow think of Coca-Cola

31N

TENANTS ON FARMS

Real Problem to Rent a Poor Farm and Build it Up.

(From the Country Gentleman.)

At the Illinois conference on landlord-tenant relations some one proposed that the land be standardized by making it capable of producing 70 bushels of corn or 50 bushels of oats to the acre. Then cash rental of $7 an acre should be required on a five-year lease.

This idea would be splendid if landowners would start preparing for renting several years in advance. In most sections renting is still too much the outcome of chance circumstances rather than the result of the owner's definite plan. Farms are rented as asecond choice.

Often it is because the owner is unable to operate the place properly; or he is old and wishes to retire to town; or the place is inherited by an heir who is not in position to operate it himself; or the land is too poor to satisfy the owner, who goes to a better farm and rents his poor farm.

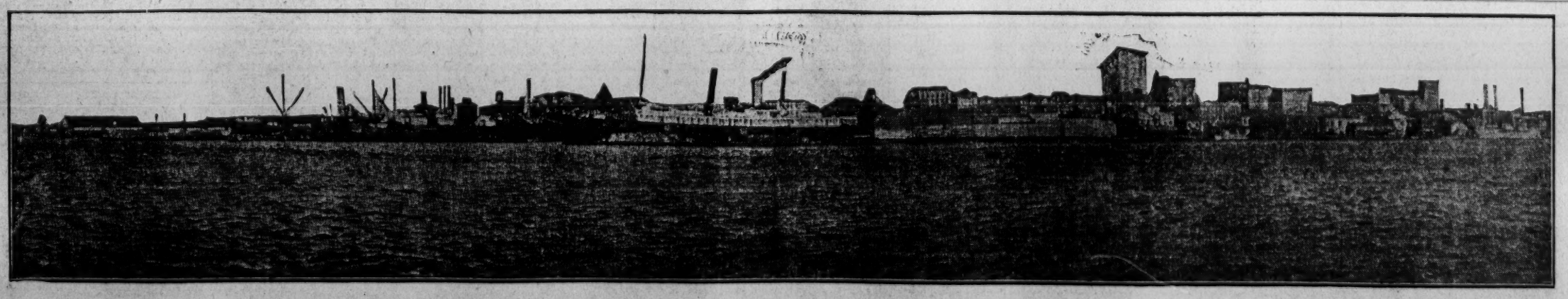
Farms are not laid out for renting as houses are built for tenants in the city. A fertile farm, such as would be called "standard" according to the Illinois specification, will find plenty of applicants who wish to rent or buy it.

The real tenant problem is how to rent a poor farm and at the same time build it up. Most tenants are not renters from choice but of necessity, due to a lower average efficiency than farm owners. An occasional tenant makes a bigger labor income each year than an owner, but this isn't universally true by any means.

Most tenants are tenants because they can't be owners, and the tenant's choice is second choice in nearly every case. He envies the owner his position and will continue to do so, however, the figures of profit may be juggled.

"The Battle Cry of Peace."
Earth's mightiest photoplay and spectacle. Royal today, 15 cents and 25 cents. (advertisement.)

Souvenir Dance Tonight
at Lumina complimentary to North Carolina Pharmacists. (advertisement)



A VIEW OF THE RIVER AND WATER FRONT OF WILMINGTON

THE MORNING STAR

Published by the
WILMINGTON STAR COMPANY, INC.,
Wilmington, N. C.

Entered as second class matter at the postoffice at Wilmington, N. C., under Act of Congress, March 2nd, 1874.

FULL ASSOCIATED PRESS REPORT

PUBLISHERS' ANNOUNCEMENT.

THE MORNING STAR, the oldest daily newspaper in North Carolina, is published daily and mailed to subscribers outside the county at $6 per year; $3 for six months, $1.50 for three months or served by carrier in the city and suburbs at 90c per month, or, when paid in advance, $5.00 per year; $3 00 for six months, $1.75 for three months

THE SUNDAY STAR, by mail, one year, $1.00; six months, 50 cents; three months, 25 cents

ADVERTISING RATES may be had on application, and advertisers may rest assured that through the columns of this paper they may reach all Wilmington, Eastern Carolina and contiguous territory in South Carolina.

Obituary sketches, cards of thanks, communications espousing the cause of a private enterprise or a political candidate, and like matter, will be charged at the rate of 10 cents per line, to persons carrying a regular account, or, if paid cash in advance, a half rate will be allowed. Announcements of fairs, festivals, balls, hops, picnics, excursions, society meetings, political meetings, etc., will be charged under the same conditions, except so much thereof as may be of news value to the readers of the paper, in the discretion of the editors

TELEPHONES: Business Office, No. 51. Editorial and Local rooms. No. 61.

COMMUNICATIONS, unless they contain important news, or discuss briefly and properly subjects of real interest, are not wanted; and, if acceptable in every other way, they will invariably be rejected, unless the real name of the author accompanies the same, not necessarily for publication, but as a guarantee of good faith.

ALL DRAFTS, checks, express money orders and postal money orders for the paper should be made payable and all communications should be addressed to

THE WILMINGTON STAR CO.

WEDNESDAY, JUNE 21, 1916.

TOP O' THE MORNING.

The question with me is, not whether you have a right to render your people miserable; but whether it is not your interest to make them happy. It is not what a lawyer tells me I may do; but what humanity, reason and justice tell me I ought to do. —BURKE.

Keep the good roads good.

Get on a road that goes somewhere.

Turn around and go back if you come to the road to destruction.

Carranza failed to help us to catch Villa and it seems as if he is inviting us to catch him.

Out West a Mr. Leach married a Miss Tapp, which shows that even a leach is liable to get up against it.

All roads lead to Wilmington, and sooner or later we will have a bridge over the Cape Fear so all roads can get into the city.

A man once downed his own party and then tried to get it to swallow him. Remembering what he had done to it, the party finally downed him.

It is not even rumored that the Americanism nominees for president will resign and organize a regiment to serve the country in the event that it is needed.

Don't worry about men who say they will not vote for Wilson. Most of them could even say they never voted for him in 1912 and really have always voted the Republican ticket, anyhow.

A man in Kansas walked one hundred miles to get a marriage license, but as he seems to be a good walker he will be well prepared to walk the floor when his better half calls on him for jitney fare.

Antagonizing any element of voters during a campaign is poor politics. When voters are needed it is bad policy to drive any away. There is nothing like a good argument to get a man to change his vote.

Having diagnosed Colonel Roosevelt's trouble as a slight attack of pleurisy, a New York doctor has instructed him to keep absolutely quiet. The doctor must have an idea that keeping quiet will be good for the Colonel as well as for the country.

Justice Hughes said: "I have not desired the nomination." Lots of us can brag the same way. We never desired the nomination, never expected it, and would absolutely refuse a nomination unless Americanism were to get rampant and forget what it is doing.

Teddy's main hope would be to let Wilson have a second term and then that would give him one more chance before the Colonel gets too old to want to be president. If Hughes is elected he will want a second term, so that eight years from now Roosevelt's chances would have gray whiskers and nothing more.

Who said Wilmington is not the convention city of North Carolina? Four annual State conventions here and at the Beach this week—the Good Roads Association, the Pharmaceutical Association, the Veterinarians' Association and the Baptist Young People's Union—ought to cinch the claim, to say nothing of the two or more big State gatherings here next week.

"If you see it in the Sun it is so," but more so-so than simply so. The New York Sun says: "The Democratic party, being in power, has been mainly instrumental in driving the American flag out of foreign sea-borne trade." The New York World hates to see such ignorance displayed by The Sun: "In the nine months ending with March, 1914, American vessels carried only 13 per cent. of this country's imports. In the nine months ending with March, 1916, American vessels carried 27.7 per cent. of this country's imports." The Sun will please copy and be careful about errors in the future.

OUR GOOD ROADS GUESTS.

Wilmington extends a most cordial welcome to the great throng of delegates who are here to attend the annual convention of the North Carolina Good Roads Association, which will convene at Wrightsville Beach today and continue its sessions tomorrow and Friday. This will be the greatest of the Association's conventions and there will go out from it more inspiration and enthusiasm than ever in the cause of road improvement throughout North Carolina. There will be a consequent broadening of the purposes of the association and a more widely diffused appreciation of its great service and value to the State from the seashore to the mountains and beyond.

To The Star it is inspiring to observe so many progressive and constructive North Carolinians interested in this exceptionally potential means of bringing about the substantial development of our great State. It means an irresistible forward movement when so many strong, able and alert citizens are here as a body of organized State builders. That is what they are, for the State is alone territorially and resourcefully great till we cover its physical portions with a system of transportation embodying the two great means to that end—railways from section to section and from city to city and modern rural highways intersecting and net-working the entire State. The completest development can come about only through railway and highway facilities for carrying our production and affording us the most economical means of going and coming while engaged in the various enterprises upon which our achievements and prosperity depend.

It is impossible for us to have an exaggerated idea of the importance of good rural roads, and we are proud of the fact that we have been a pioneer in the cause from the day that we realized that next to railroads the satisfactory development of a country depends upon improved roads. As old a civilization as New England boasts, it has dawned upon the New Englanders only recently how great a factor for development has been the splendid highways built through Connecticut, Massachusetts, New Hampshire and Vermont. A few days ago a New England paper marveled at the great advantages and astonishing development resulting from a splendid system of rural highways.

Not only have New England's good roads opened up isolated sections to thousands of automobile tourists, but they have caused the development of towns, villages and agricultural and timber sections heretofore inaccessible for either practical purposes or sightseeing. Greater still, according to our New England authority, the most notable result has been in accentuating the agricultural and manufacturing interests. Land values and taxable assets have immensely increased and even the factories are operating to greater advantage because of the motor truck facilities that enable them to save money on transportation. Thus we observe manufacturing values have been enhanced, and so it is all along the line, without mentioning the upbuilding of the resorts and the popular uses to which all the people put the highways as indispensable utilities. The roads are more than paying for themselves every year, and because of them the whole of New England has taken on new life.

However, we started out to welcome North Carolina's good roads enthusiasts to the State Good Roads Convention which is to assemble in our midst for three eventful days. We have digressed, but we think the digression will only make us all the keener to go on developing North Carolina's rural highways to the utmost limit. The movement for which the Association stands sponsor is one of inconceivable magnitude, and for the present wonderful interest in it Dr. Joseph Hyde Pratt, the able and enthusiastic secretary, is due most of the credit. We can all furnish him with no end of enthusiasm, and join hands from the Atlantic to the Appalachians in carrying forward the practical purposes of the North Carolina Good Roads Association.

WILSON'S SKIRTS ARE CLEAR

All but President Wilson's enemies can testify that his skirts are clear if the final outcome of the situation in Mexico proves to be a war in which this country will have to crush an already impoverished and ruined people. Possibly trouble may yet be averted, but it must be because Carranza is impressed with the fact that this country is back of Wilson and does not back the vicious critics of the administration. The New York World utters a truth when it thus exonerates the President:

"No President summons the National Guard without reason. The call now made does more than command the attention of thousands of men under arms. It is a notice to all loyal citizens which cannot be ignored. If force must be used against General Carranza, it will be a pleasure for American now and forever to reflect that the compulsion was his own. A vain and obstinate man, he is as much the victim of political intrigue on this side of the boundary as of cut-throat opposition at home. In sensing American opinion and purposes, the First Chief and his followers have not heeded the President of the United States. They have been guided by the men and interests in this country that are trying to pull down the President of the United States. The President has said and his deeds have proved it, that his one aim in Mexico is to befriend its people and to assist them in their struggle for liberty. He is both just and powerful. Nothing but bad advice at home and abroad, nothing but lies and suspicion, nothing but the plots of jingoes and warmakers hating both governments, can account for the fear and anger mixed with contempt that large numbers of Mexicans entertain for a man who would like to be their helper and deliverer. In spreading these falsehoods the two Chicago conventions were active. Both wanted war and conquest. In both the President was denounced and his policy ridiculed. Mr. Hughes' first word on receiving the nomination was to stigmatize the administration as "weak and vacillating" in Mexico."

With such attacks on an American administration, there is little wonder that Carranza should be led into contempt for the United States government under the belief that its policy is "weak and vacillating" and does not meet the approval of either Hughes or the American people. Mr. Hughes had a chance to prove his statesmanship as well as his Americanism by refusing to attack his country's government at such a critical period as this, but despite all our respect for him we despaired when we observed that he not only violated the proprieties but committed a breach of Americanism when for politics' sake he helped to create contempt abroad for an American administration.

If Mr. Hughes should happen to be elected President, which would be a misfortune, indeed, what would he think of the Americanism of men who would make abortive his foreign policy by creating for it contempt abroad as well as at home. We have a poor idea of the patriotism, the Americanism or the statesmanship that cannot back any president of the United States when he is in the midst of a crisis involving our country and no himself as an individual. He represents our country and is fighting its diplomatic battles, but when we fight on the other side we ought to know better than give ourselves credit for Americanism or patriotism.

SOUVENIR GOOD ROADS EDITION.

The Star appears this morning as a Good Roads Convention Souvenir Number, in honor of the annual convention to be held today, tomorrow and Friday at Wrightsville Beach. The delegates, visitors and readers of the paper generally will find in the 28 pages of the paper handsome illustrations of the improved highways of New Hanover county, together with numerous articles relating to highway progress in North Carolina and even in other states. We present photogravures of some of the leading spirits in the North Carolina Good Roads Association, and we are sure The Star's thousands of readers will be especially interested in the local and miscellaneous stories emphasizing the importance and value of good roads, State highways and other features of a development that is making substantial progress in almost all the counties of the State.

There is growing and broadening interest in the good roads cause in this State, and The Star aims by this edition to accentuate it as a notable feature of North Carolina's present day progress.

The Star acknowledges the public spirit and enterprise of Wilmington's business men who have made it possible by their liberal advertising patronage to issue this large and attractive edition of the paper. It was gotten out by our own force of newspaper makers, and as it will be circulated by the thousands of copies in this and other States, it will prove of apparent value in giving publicity to Wilmington.

A RECORD ON WHICH TO WIN

Sure! The Democrats can win in spite of fusion between the G. O. P. and the Progressives. They used to be one party and have been separate only four years. The Democracy used to put up a good fight against the G. O. P. when it was only one organization, and in two presidential elections and in many congressional elections won out in a fair and square fight with the standpat party.

If the Democracy has done it in the past, it should certainly do it now with a record of achievements that the Democracy has never before had to its advantage since the presidential election in 1856. The Democracy goes into this campaign with a great record for constructive legislation and administration and it has the best chance it has had in 60 years to win absolutely on its merits.

It is the meritorious Democracy which invites the American people to retain it in power for four more years and if it cannot win on such a magnificent record as it has made for itself during the past four years it is useless to hope for the Democratic party ever to be the majority party in this country. There is no reason however, why the Democratic party should not prove itself to be the rightful majority party in America, for there is every reason why fair-minded, independent voters should support the party which can point to its record for four years and defy assault upon it from any source.

Picking flaws in such a theoretical matter as a foreign policy, which the Republicans are doing as their only hope, is no reason why sensible voters should turn their backs on the big things that the Democracy has done for the country. When the Republicans offer a mere theory in opposition to the administration's foreign policy, it is like inviting us to consider one theory against another that is being tried out with more or less success as a policy. In fact, the foreign policy of the Wilson administration under such extraordinary conditions as have prevailed has scored more successes than otherwise.

Altogether the Democracy can go squarely before the American people and successfully defend both its legislation for American benefit and its policy in dealing with foreign nations in such a way as to keep the American people from becoming involved in the most horrible war in all the history of the world. Wilson has maintained peace with honor in dealing with the nations beyond the Atlantic and has done his best to avoid war with prostrate Mexico.

If the Democracy can't put up the fight of its life and win on the great record it has made, there is no use o making a record that patriotic Americans certainly know has been one of tremendous benefit and positive blessing for the masses of the people.

THE STATE PHARMACISTS

The annual meeting of the North Carolina Pharmaceutical Association is always a notable event in which the entire State is greatly interested. Wilmington is specially interested this summer because the association is with us and is holding its meetings at Wrightsville Beach. There is a large attendance of North Carolina's progressive and prosperous pharmacists and numbers of ladies have accompanied them to the seashore for an outing. To all, the people of the Cape Fear extend hearty greetings and here they may spend the time most profitably and enjoyably at our seaside.

GOOD ENOUGH FOR THE RIGHT MAN.

A declaration of ancient Democratic principles, a clear analysis of those principles, and putting those principles into effect, ought to be enough to appeal to liberty loving Republicans and Progressives who realize that their parties cannot be relied upon to meet the needs of the people. To incorporate the doctrines of the Progressive party among the declarations of the Democratic party in order to win votes would not be any more justifiable than appropriating Republican doctrines and policies in order to win Republicans. In doing either, more Democrats would leave their party than Progressives or Republicans would join it.

A strict adherence to cardinal principles will make more Democrats than can ever be caught by vote-getting subterfuges that would make genuine Democrats as sick as a horse on its last legs. Hand them the real Democratic doctrine and they will enjoy it when they get it in their system. Consider how everlastingly right a man knows he is when he honestly stands for this: "Equal rights for all; speical privileges for none."

Feed all out of the same spoon and leave it to each to take on his own fat. A true blue Democrat would spurn a privilege that is denied to other men whose rights and opportunities ought to be equal to his. Democratic principles are dyed in the wool, and we can't change the colors to suit men who are color-blind.

MR. GEORGE W. HUGGINS

To the Editor of The Star:

This community suffered a great loss in the death of Mr. George W. Huggins, who for half a century has been an example of all the virtues which go to make a good man and valued citizen. There was never anything about him that partook of the nature of display for he led a quiet life in which ostentation had no part. But his whole life both private and in the pursuit of his business was an open book which bore the closest scrutiny and in it no man ever read deceit, unfair dealing, uncharitableness, greed, or a lack of generosity. It was a well known fact among many that he never denied a liberal contribution to any worthy cause and this the writer knows from personal experience. To his church he was always generous and to the needy he was ever ready with aid. His gentlemanly bearing with his courtesy and pleasant smile for everybody gave him the respect and ofttimes the affectionate regard of all with whom he came in contact. His kind is fast passing and it is more than fitting that we should stop and point out his blameless life to our younger generations, for soon such a man will be only a memory. When his country needed him he was quick to respond and to do his whole duty through a war of cruel hardship and prviation and when that war was over and he was left a poor man with nothing but his honor he could enter private life and fight out a glorious success without leaning on his past record of patriotism to aid him. May his memory live long with us!

WILMINGTONIAN.

CURRENT COMMENT

You may not have your trunk carried to or from the railway station Sunday, but if you place your order for a freezer of ice cream it will be delivered without police interference. That is one of the vagaries of the ouster law.—Richmond Journal.

Virginians who find the ouster law oppressive can migrate to North Carolina where the fine is only $1 a day with no bond for good behavior. Wouldn't it be odd to see Sunday excursions from Ocean View and Virginia Beach to Wrightsville?—Charlotte Observer.

On June 21, 22 and 23 the North Carolina Good Roads Association will hold sessions at Wrightsville Beach. These sessi ns should be well attended, and doubtless will be. The building and maintenance of good roads within the past decade have done much for the progress of North Carolina and there should be no let-up in interest, indeed interest should rather be increased, for this State has just begun to get well in the way of building good roads. North Carolina has a wonderful variety of soil and climate Within its bounds are seacoast, lowlands, plains, valleys, hills and mountains. In fact, few lands have been so favored by nature as North Carolina, and with a system of public highways equal to those of France or England, it would be about the best place of abode in the world. We believe this claim can be made without any stretch of imagination.—Fayetteville Observer.

It would be difficult to exaggerate the importance of the good roads convention this week at Wrightsville Beach. North Carolina, it is true, has made considerable headway on the task of providing itself with an adequate system of highways. But much remains to be done. Good roads are the very life of industry and trade. North Carolina can see this from the experience it has had with such improved thoroughfares as have been built. Now of all the agencies which have been working for good roads in the State perhaps none has been so effective as the North Carolina Good Roads Association. The association, guided by a few ardent good roads men, has been hammering away, year after year, and its influence has been widely felt. It has delivered the goods. This is the reason why we feel that so much importance attaches to the good roads convention this week at Wrightsville Beach. Good roads sentiment in the State needs the inspirational and stimulating effect of such a meeting as that in Wrightsville Beach which will be. Many miles of good roads in the State will be the direct result of the Wrightsville Beach meeting. Delegates will return home with new and stronger incentive to work for good roads and the cause all over the State will have gained a new impetus that will long be felt. There should be a large attendance at the convention. For the more that atend the greater will be the increase in the mileage of improved highways.—Raleigh News and Observer.

FOR THIS WEEK

During Cracker-Jack Sale

One Special Lot of Ladies'

Flesh Colored Chemise

The Preferred Envelope Style—Made of a Very Fine Quality of Flesh Colored Muslin, With Hemstitched Neck and Shoulder Straps.

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(Advertisement.)

NOTICE.

I take this means of expressing to my friends who supported me in the last County Primary my hearty thanks, and wish to assure all the voters that I have nothing but the best wishes for them, and will be glad to serve them whenever I can.

Respectfully, S. P. COWAN.

je21-1t

No. 666

This is a prescription prepared especially for MALARIA or CHILLS & FEVER. Five or six doses will break any case, and if taken then as a tonic the Fever will not return. It acts on the liver better than Calomel and does not gripe or sicken. 25c

Today And A Generation Hence

The flight of time makes us think of the future. The baby of today reflects

what greatness may be acquired when he grows up. And any influence that brings relief to the expectant mother is the first and greatest of obligations. There is a splendid remedy known as "Mother's Friend" that has been a safeguard, a helpful daily influence, to a host of women. Applied externally to the muscles they become pliant, they stretch without undue pain, there is an absence of distress, the nerves are soothed by taking away the burden of leaving all to just natural conditions.

We do not know to what extent the comfort and ease of the expectant mother influences the mental development of the child. Its physical nature, however, must be greatly aided. And it may easily be understood why, with a restful nervous system, a calm anticipation and a joyous expectancy, there can be none of those harassing disturbances to provoke nervous conditions.

There is in "Mother's Friend" the direct and immediate help that all expectant mothers require. Used by their own hand, guided by their own minds, they learn at once the blessed relief from morning sickness resulting from undue stretching. They experience daily calm and nightly rest. It is indeed "Mother's Friend." Get a bottle today of any druggist. Then write Bradfield Regulator Co., 710 Lamar Bldg., Atlanta, Ga., for one of the most entertaining and valuable little books ever presented. It is worth writing for.

PROPOSALS WANTED.

For Painting Stand Pipe.

Sealed proposals for thoroughly cleaning all coroded parts (scraping and brushing with steel brushes) and painting the stand pipe and underframing at the Pumping Station at Hilton with two coats of paint, will be received by the City Council until Wednesday, July 19th, 1916, at ten o'clock. Contractor to furnish all tools and staging. City to furnish paint and oil. Successful bidder to deposit a certified check of $100.00, payable to the City of Wilmington, to guarantee contract. The Council reserves the right to reject any and all bids, or to accept any which may seem to it to be to the best interest of the City of Wilmington. Mark: "Bid for Painting Stand Pipe," and mail to T. D. Meares, City Clerk and Treasurer.

Five Hundred Water Meters.

Sealed proposals for five hundred water meters, more or less, sizes ¾, with ¾ speeds, and ¾-inch with 1-inch speeds, will be received by the City Council until Wednesday, July 19th, 1916, at ten o'clock.

The Council reserves the right to reject any and all bids, or to accept any which may seem to it to be to the best interest of the City of Wilmington. Mark: "Bid for Meters," and mail to T. D. Meares, City Clerk and Treasurer.

(Signed) W. F. JONES,
je16-taw to jy19 Councilman.

JOB PRINTING

We can do for you, as we are doing for many others—save you money on your Printing requirements.

Let us figure on your next order.

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HEALTH IS WEALTH

by John B. Huber, A.M., M.D.

Health dwells in the forest, and is the child of air and exercise.—COPWAI

Business and the Public Health.

IT has been maintained that commerce is the mainspring of sanitary progress. However that may be, it is certain that where trade considerations are weighty, where business is done intelligently and with prescience, there health measures get appreciated and are enforced—to the great benefit of the whole community. In and about important ports those diseases that have interfered with trade have been the first to disappear; whilst in such ports diphtheria, scarlet fever, measles and like infantile maladies have decreased in virulence, they have not been brought to nearly the vanishing point of cholera, smallpox, yellow-jack and the tropical malarias and dysenteries. Such infections as the latter are practically extinct wherever they would occasion the detention of vessels and cargoes. The sanitarian is indeed a man having authority in the community that has come to grasp the fact that sanitary progress is necessary to assured and profitable business development. International quarantines have been established very largely, though of course not wholly, as trade measures. If it were generally understood that vast occupational, and consequently commercial interests, are jeopardized by reason of tuberculosis, that disease would have to depart from civilization; and this entirely feasible consummation may confidently be expected when men of affairs, captains of industry, grasp the idea that the most disastrous economic factor in the world is tuberculosis, which today destroys the life of every third or fourth worker, and occasions incalculable social losses. Typhoid fever will become extinct as smallpox practically is now, as soon as the American people realize the meaning of its material destructiveness.

True, here is not an altogether fair view of the motives underlying the application of sanitary science to the affairs of civilization. Far from it. Humane considerations are paramount in sanitary endeavor, who would make the error, as ridiculous as it were unjust, to hold that the work and enthusiasm of men like Doctors Gorgas, Manson, Haffkine, Shiga and Ross had been done merely to advance trade interests. And yet it is a good thing to realize—that the community which wants to be prosperous has first got to be healthy.

HOT PACK.

Answer to J. A. M.: The nurse, in giving the hot pack, spreads a rubber sheet and one or two woolen blankets on the bed. Another heavy woolen blanket is wrung out of hot water (at 110 degrees F.), spread upon the dry blanket and the patient is placed in it and wrapped in it like a mummy. The dry blankets and rubber sheet are wrapped over this, and the patient is allowed to remain thus from half an hour to two hours. Such is an excellent way to get up a sweat.

A CASE OF APOPLEXY.

S. R. E. writes: What are the symptoms in a case of apoplexy?

Answer: There will often be premonitions of an impending apoplectic attack; such are—headache, weakness or numbness on one side of the body; vertigo, ringing in the ears, nausea. By heeding such warnings people may avoid an attack, especially those in middle and advanced life in whose families there has been a hereditary tendency to apoplexy—people with hardened arteries or who have had rheumatism or gout, syphilis or kidney trouble and have been prone to the use of alcoholic liquors. The symptoms of an attack are sudden unconsciousness, the face generally flushed, but sometimes pale, the lips blue, the breathing snoring, the pulse full and slow, the temperature at first below the normal and later elevated. There will be one or more evidences of paralysis—a limb lying flaccid and "dead," or the head and eyes rotated, or the pupils irregular, or a cheek flapping in and out with the breathing.

John B. Huber

This column is devoted to disease prevention; to physical and mental hygiene; to domestic, industrial and public sanitation; to the promotion of health; efficiency and long life. The latest developments in medical science will be presented. Questions of general interest will be answered here, space permitting—others by mail if stamped return envelope is enclosed. Requests for personal diagnosis or treatment cannot, however, be considered in any way.

TOMORROW: The superstition of flat foot

MEETING OF DRUGGISTS CONVENES AT THE BEACH

Most Auspicious Opening in History of State Association.

Mayor Moore Welcomes Visitors in Cordial Address—Dr. Henry P. Hynson, of Baltimore, Makes Address—Programme.

With the largest attendance for the opening session in its history, the 37th annual convention of the North Carolina Pharmaceutical Association was called to order yesterday morning at 11:30 o'clock by President E. L. Tarkenton, of Wilson, in the comfortable pavilion of the Oceanic Hotel at Wrightsville Beach within a stone's throw of the turbulent waves of the Atlantic ocean. More than a hundred visiting druggists were welcomed to the resort by Mayor P. Q. Moore, of Wilmington, who made an eloquent address in which he told them something of the history of the lower Cape Fear.

Many additional delegates arrived last night to attend the sessions which will continue through tomorrow. The reports of the officers were made yesterday afternoon and following the business session refreshments were served. The session last night was featured by an address on "Modern Drug Store Advertising" by Dr. Henry P. Hynson, a prominent druggist of Baltimore, Md.

This morning at 10 o'clock there will be a meeting of the traveling Men's Auxiliary ,an adjunct of the Pharmaceutical Association, after which there will be the reading and consideration of a number of papers. This afternoon at 2:30 o'clock, Dr Henry P. Hynson will make an informal talk and other papers will be read. This will be followed by an automobile ride over Wilmington. This evening a complimentary dance will be given at Lumina in honor of the pharmacists.

Dr. Hynson's address last night was most practical and contained many helpful suggestions to druggists on how to increase their sales by the right kind of advertising. The very best advertising, declared the speaker, especially in the retail drug business, is done without a trace of color or a drop of printers' ink. Dr. Hynson defined advertising as being the advantageous presentation of service or material to some one who is able to purchase service or material.

The importance of cleaning up stores and making the mplaces to which customers will come with pleasure was emphasized by the speaker. Another essential, he continued, is to have salesmen of attractive personality. Other things pointed out as being essential were named as being ample equipment, an adequate stock of goods and proper attention to delivery. Dr. Hynson especially pointed out the need of building up the trade in the immediate vicinity of drug stores.

The convention was opened yesterday morning with an invocation by Bishop Thomas C. Darst, of Wilmington, after which Mr. D. A. Elvington, a well known Wilmington druggist, presented Mayor P. Q. Moore, who welcomed the visitors in behalf of the people of the entire community. The Mayor paid a beautiful tribute to the noble work that pharmacists have done and are doing for humanity. He spoke of a visit to Baltimore some time ago and of being in the drug store of Dr. Hynson, who spoke last night, and of the cordial welcome he received there.

Mr. E. C. Birdsong, first vice president of the association, of Raleigh, responded to the Mayor's address expressing the great appreciation of the visitors for the welcome accorded them.

Mr. William Niestlie, one of Wilmington's oldest and best known druggists, welcomed the visitors in behalf of the local druggists. Mr. Niestlie mentioned particularly in speaking of the many different kinds of vegetation to be found in this section, many of them of great value to the medical profession, the famous Venus fly trap, a rare plant, which grows in the vicinity of Wilmington. Mr. Niestlie has through much labor collected a jar of the seed of this plant which he expects to donate to the University of North Carolina.

Mr. F. W. Hancock, of Oxford, for many years a prominent member of the Pharmaceutical association, in his response to Mr. Niestlie's address called attention to the fact that the fourth annual convention of the organization was held in Wilmington in 1883. At that time there were 41 members present, he stated, and of that number but five are still in business.

President Tarkenton's address was the feature of the afternoon session. He spoke of t hemany laws that druggists are forced by the State to observe and complimented the pharmacists upon the splendid manner in which they observe the many statutes. He pointed out a number of what he considered needless laws and declared that they should be abolished as they only worked a hardship without bringing in any corresponding advantage. He recommended the appointment of a legislative committee which would take this important matter in hand and see that the next General Assembly repealed those laws which work only a hindrance without accomplishing any good results. President Tarkenton had the close attention of his colleagues and his address made a very fine impression and was commented upon most favorably by the druggists.

Mr. J. G. Beard, of Chapel Hill, the popular and efficient secretary, submitted his annual report which showed that the association now has a membership of exactly 300. He made a comparative study of the growth of the membership of the association which was of much interest. Mr. G. E. Burwell, of Charlotte, treasurer, submitted his report which showed a healthy balance on the right side of the ledger. After the reports of the officers there was an informal discussion of a number of questions. Dr. Hynson spoke briefly on some of the points brought out by President Tarkenton.

The afternoon session was followed by an informal Dutch lunch which had been arranged by the refreshment committee composed of Messrs. C. A. Lord, Hargrove Bellamy and C. P. Miller. This feature had not been previously announced but was very much enjoyed by the visitors.

Mr. C. E. Hooper and his capable corps of assistants at the Oceanic hotel are looking after the comfort of the visitors in a most pleasing manner. Mr. D. A. Elvington, the local secretary,

(Continued on Page Seven.)

RECEPTION FOR MR. CRAIG

Appreciative Addresses on Work of Retiring Pastor of First Baptist Church—Musical Programme.

Members of the Congregation of the First Baptist church and their friends gave a farewell reception to the retiring pastor, Rev. W. Marshall Craig, and Mrs. Craig in the parlors of the church last evening. They will leave the city on July 1. There was a large number present and Rev. and Mrs. Craig were the recipients of the good wishes of a host of devoted friends. Preceding several addresses at the reception last evening there was an enjoyable musical programme rendered.

On behalf of the board of deacons of the church, Mr. D. H. Penton expressed the most cordial appreciation of the work that Mr. Craig has done first as assistant pastor of the First Baptist church while Rev. Dr. J. H. Foster was pastor and later as pastor following the resignation of the former. Mr. Penton declared that Mr. Craig had done a wonderful work and had won a place in the hearts of a host of friends.

Speaking particularly for the Baptists of the city, Rev. W. G. Hall, pastor of Southside Baptist church, expressed great regret that Mr. Craig was to leave the city. The prayers of a great multitude of people will follow him and his splendid wife, declared Mr. Hall, who concluded his address by wishing them much success in whatever field they might be called.

The address of Rev. Dr. A. D. McClure, pastor of St. Andrew's Presbyterian church, who spoke in behalf of the other congregations of the city was a magnificent tribute. In every field of work in which he had been put, said Dr. McClure, Mr. Craig had to use a slang expression "made good." It was indeed a pleasure for him, he declared, to speak words of praise for one so worthy.

Miss Lila Williams played a delightful piano solo which was followed by an enjoyable duet by Mrs. J. D. Edwards and Mrs. F. A. Muse, after which Mr. Charles Schulken rendered a tenor solo. The whistling solo by Miss Elizabeth Otten greatly pleased the audience. Mr. W. B. Muse sang a bass solo and Mr. Eugene C. Craft played a piano solo. Mrs. J. D. Edwards charmed her hearers with a splendid violin solo. The concluding musical number was a soprano solo by Miss Mabel Wedge, who is a talented and gifted singer, now visiting in this city. The accompanists for the various selections were: Mrs. H. F. Otten, Mrs. W. B. Muse and Miss Cannie Chasten.

At the close of the programme, Mr. Craig expressed his cordial appreciation of the words that had been spoken and assured those present that while he regretted very much to leave, he was glad to know that he had been instrumental in doing some good while in the city. His one motto, he stated, was to render service for his Lord and Master and wherever he might go he hoped that he might have the prayers and the best wishes of those among whom he had labored so pleasantly in the last several years.

The ladies of the church served delicious ice cream and refreshing punch at the close of the evening's programme and a pleasant social half hour was spent.

NEGRESS IS CHARGED WITH THEFT OF BURIAL SHROUD

From Aged Colored Woman Other Articles Also Taken.

According to testimony brought out yesterday in th ecase of Hester Boykin, colored, charged with the theft of various articles from the home of Eliza Sulks, colored, 80 years old; in a hearing conducted by Justice G. W. Bornemann, the defendant also took a burial shroud which the aged colored woman had prepared against the time of her death.

The warrant was sworn out by Lela Holmes, colored, and although, it is stated that the burial clothes were later returned, it is charged that two white dresses, two bed sheets and other articles were not. The defendant was held for the Recorder's court and will be given a second hearing today.

MRS. FOUNTAIN DEAD.

News of Her Death at Rocky Mount is Received Here.

News of the death of Mrs. Carolina Virginia Fountain, 90 years old, which occurred yesterday afternoon at 2 o'clock at her home in Rocky Mount, was received here by relatives yesterday. Mrs. Fountain is survived by her daughter, Mrs. M. A. Pennington, of Wilmington; a grand-daughter, Mrs. J. H. Hinton, of Wrightsville Beach; another daughter, Mrs. J. G. Snyder, of Rocky Mount, and a son, S. K. Fountain, of the same place. She was a descendant of John Quincy Adams, one of the earliest presidents of the United States.

The funeral will be held this afternoon at 5 o'clock, at her late home. Interment will also be made at Rocky Mount.

BANQUET LARGELY ATTENDED

Former Students of Prof. Washington Catlet Have Annual Feast.

Many former students of the Cape Fear Academy, conducted for the past 38 years by Prof. Washington Catlett, of this city, held their annual banquet last night at the Young Men's Christian Association.

Professor Catlett made a very interesting address to the banqueters in which he referred to the pleasant relations which had always obtained between himself and the students, and to the fine school spirit which was manifested each year by the annual reunions. Several of the older members of the graduates of the Academy also made short talks.

CITY ELECTION BOARD.

Will Meet This Morning at 10 O'clock to Purge Books.

The City Board of Elections will meet this morning at 10 o'clock to consider what action shall be taken in connection with the purging of the city registration books of the names of unqualified voters. Those who voted at the last primary without having paid their poll tax in this county are asked to be present to explain what reason if any, they had for neglecting to do so. It is believed that enough voters will be purged from the books as unqualified to insure the carrying of certain of the improvement propositions in the city which were voted upon at the last primary.

"The Battle Croy of Peace"

Earth's mightiest photoplay and spectacle. Royal today, 15 cents and 25 cents. (advertisement.)

STATE VETERINARIANS MEET TODAY AT BEAGH

Annual Convention Opens At Seashore Hotel This Morning

State Board of Examiners in Session Yesterday—Seventeen Applicants to Practice—Several Addresses Today.

The 15th annual meeting of the North Carolina Veterinary Association assembles at the Seashore Hotel at Wrightsville Beach this morning and will be in session through tomorrow. The State Board of Veterinary Examiners, of which Dr. T. B. Carroll, of Wilmington, is president, met yesterday and examined 17 applicants for license to practice their profession in this State. A large number of veterinarians arrived yesterday and last night and the indications are that the convention will be a very successful one.

The veterinarians will be welcomed at the opening session this morning at 9:30 o'clock by Mayor P. Q. Moore, of this city, and the response will be made by Dr. G. A. Roberts, of Raleigh. Following the address of the president, Dr. Charles T. Nesbitt, New Hanover county health officer, will make an address on "The Veterinarian in Public Health Work."

One of the important addresses this morning will be by Dr. O. O'H. Laughinghouse, of Greenville, who will speak on the "Importance of Accuracy in Diagnosis." Dr. Watt Ashcraft, of Monroe, will speak on "The Conduct of Country Practice"; Dr. C. L. Holt, U. S. Bureau of Animal Industry, will speak on "Practical Experiences With Foot and Mouth Disease and Deurine." and Dr. H. B. F. Jervis, of Columbia, S. C., will make an address on "Whole Time Meat and Milk Inspector."

Tonight at 8 o'clock the veterinarians will have a banquet in the dining hall of the Seashore Hotel. Dr. A. T. Kinsley, president of the Kansas City Veterinary College, is scheduled to deliver an address at this time on "The Primary Principles of Disease." There will be toasts as follows: "The Ladies," by Dr. A. C. Yow; "The Profession," by Dr. A. E. Brannock; "Our Friends," by Dr. J. P. Spoon; "The Flies" by Dr. L. J. Herring.

The officers of the association are: President, Dr. John T. Handley, of Charlotte; first vice president, Dr. R. R. Reinhardt, of Lincolnton; second vice president, Dr. C. L. Cruse, of Statesville; secretary-treasurer, Dr. J. P. Spoon, of Burlington.

The members of the State Veterinary Examining Board are Dr. Thomas B. Carroll, president, of Wilmington; Dr. G. A. Roberts, secretary-treasurer, of Raleigh; Dr. Watt Ashcraft, of Monroe; Dr. T. N. Spencer, of Concord; Dr. L. J. Herring, of Wilson.

COFFERDAM AT LOCK NO. 2 IS FLOODED BY HEAVY RAINS.

Which May Delay Completion of Work Until Late Summer.

Work on Lock No. 2, on the upper Cape Fear river near King's Bluff, has been twice delayed recently by big rises in the waters of the river caused by heavy thunder showers on the upper reaches of the river. According to Capt. J. R. D. Matheson, who is in local charge of the construction work, Saturday's heavy rains made the river a murky, mud-laden torrent which rose two feet above the top of the cofferdam and flooded it, so that construction work was temporarily checked. About the same sort of thing happened about a week ago, and the workmen had just about gotten the flood water all pumped out when the second deluge came down on Saturday.

The work on the lock is being pushed as rapidly as possible and a force of 150 men are on the job, but if floods continue to interfere with the work, it is thought that he completion of lock and dam No. 2 may be delayed until the latter part of the summer. Captain Matheson, who came down yesterday to confer with Capt. C. S. Ridley of the local United States engineer's office, stated that if there is no further rise in the river, the cofferdam can be pumped out in a short time adn work resumed.

MRS. COLEMAN WILL GO TO PETERSBURG WITH HUSBAND

Judgment Against William Coleman is Suspended by Recorder.

William Coleman, the young mar against whom a charge of forcible trespass was entered several days ago in connection with his attempt to carry off his two-months-old son, when his wife declined to accompany him to Petersburg, Va., where he has secured work, was given a suspended judgment yesterday morning by the Recorder. It is understood that the Colemans have adjusted their domestic differences and that the wife has agreed to accompany her husband to Petersburg.

Charles DeLoach, 17 years old, colored, was found guilty of a technical violation of the prohibition law, and sentenced to the roads for 60 days in default of a fine of $10. The defendant stated that he had simply acted as agent for another fellow and did not make any profit on the transaction.

FARMER IS CHARGED WITH BLOCKING TICK INSPECTION.

After Hearing at Scott's Hill, He is Held for Superior Court.

Ben F. Merritt, a prominent farmer of Columbia township, Pender county, was given a hearing before Justice J. Harrell at Scott's Hill yesterday and bound over to the next term of Superior court at Burgaw on the charge of interfering with the Federal cattle tick inspector for this district.

The complaint was made by Dr. H. B. Taylor, the Federal inspector, and charged that when two men engaged in the inspection work started to examine the defendant's cattle for ticks, he ordered them off the place. Mr. Merritt gave bond in the sum of $50 for his apperance in court, and was released from custody.

Gas Mains in Winter Park.

The Tidewater Power Co., this week has had a large force of hands laying the laterals from the beach gas mains to the various streets in Audubon and Winter Park. It will now be only a short time until gas will be available at all the cottages in these developments and those adjoining, including Idlewild and others.

ADDRESSES THE BROWN CLUB

Hon. J. A. Brown, of Chadbourn, Pushing Congressional Candidacy in New Hanover County.

An enthusiastic meeting of the Joe Brown club was held in the hall in the Home Savings Bank building last night and more than a hundred men were present to hear Hon. J. A. Brown, of Chadbourn, who made a splendid address on some of the things that he hopes to do, if the people of the Sixth congressional district see fit to nominate him for Congress. He was introduced by Mr. C. C. Covington, who spoke very highly of his qualifications for the place for which he is a candidate.

Mr. J. Stevenson Brown, who was recently elected chairman of the Wilmington Brown club, presided at the meeting last night. Following the address of Mr. Brown, who spoke briefly, Mr. K. B. Council, of Wananish, an enthusiastic good roads advocate, here to attend the Good Roads Convention, spoke in the highest terms of Mr. Brown and declared that in his opinion the people of the district would honor themselves by sending him to Congress. J. A. McNorton, Esq., spoke also in behalf of Mr. Brown's candidacy as did Mr. Oscar Peck. Mr. Brown, and all the other speakers were given a most cordial reception by the members of the club.

Mr. Brown arrived in the city yesterday from Robeson county, having spoken at Rowland on Monday night, and last night at 7:30 o'clock addressed a large audience at Delgado. He will attend the Good Roads Convention at Wrightsville Beach today.

Tonight at 7:30 o'clock Mr. Brown will address the voters at Seagate and at 8:30 o'clock will speak at Winter Park.

POWER CITY INVESTMENT ACQUIRES LARGE TRACT

Organizer of Company, Mr. F. P. Jackson, Will Develop Property.

Of much interest to the investing public will be the announcement that Mr. F. P. Jackson, formerly of this city, but now located at Albemarle where he has organized a large Real Estate & Development Company, has acquired the control of the last large tract at Wrightsville Beach-Seaforth. Mr. Jackson is connected with the Power City Investment Company, at Albemarle.

Mr. Jackson's confidence in the great possibilities for development of this beautiful seaside resort is reflected in his acquisition of control of this beautiful tract. Thursday and Friday of this week, as is announced in the advertising columns of The Star, an auction sale of Seaforth lots will be held.

Knowing that there will be many visitors to the Beach from this and other states this week, Mr. Jackson has advertised the sale widely in North and South Carolina and Georgia.

TAX PAYERS ARE SLOW IN LISTING PROPERTY

Twenty-Five Per Cent Penalty Goes on June 30.

Lack of promptness in listing property for taxation may prove costly for property owners in New Hanover county, for, according to the tax listers now at work the county court house the tax payers are unusually tardy in appearing this year. As the books close June 30, there is not much time left. Those who have not listed by the last day of the month will have 25 per cent. added to their tax bills as a penalty.

So it is obviously up to the large numbers who have not listed their property to do so at once to escape the extra payments. In case a man does not list his poll tax, he is subject to prosecution for a demeanor, which upon conviction carries with it either a fine or jail sentence in the discretion of the court.

REPORTS TO COLUMBIA.

Mr. Horace C. Cooper, Citadel Cadet, Goes to the Colors.

Mr. Horace C. Cooper, of this city, a son of Senator and Mrs. W. B. Cooper, of Wilmington, who graduated last week at South Carolina's famous military academy, The Citadel, Charleston, S. C., leaves this afternoon for Columbia, S. C., to join one of the crack Charleston military companies of which he was a regularly enlisted member while in college at the Citadel, and he will remain with the troops under the call of President Wilson in the present Mexican crisis. Mr. Cooper will report as a sergeant of the Hospital Corps of his regiment, the trained military of the guard being given position as officers in the organization of the provisional regiments. Many of his Wilmington and South Carolina friends wish for him all the good things that can come a soldier's way in this crisis in American history.

BOYS GIVE ENTERTAINMENT

Sojourners at Camp Penton at Lake Waccamaw Enjoying Outdoor Life.

Mr. D. H. Howes, Jr., a member of the Boys Scout Council and vice president and director of boys' work of the Young Men's Christian Association, returned yesterday from Lake Waccamaw, where he spent several days with the boys at Camp Penton. Mr. Howes reports that the boys are having a most enjoyable time of it and that Camp Director Odis B. Hinnant is highly pleased with the success of the encampment.

On Saturday night the boys gave an entertainment at Lake Waccamaw which was a highly creditable performance and was greatly enjoyed by those present. Monday night the boys went for a hike over to Whiteville and had a very pleasant trip.

The second annual visitors' day at Camp Penton will be observed on Friday of this week. The special programme will include tent inspection fancy swimming and diving, camp concert and show, camp fire and a general good time. The public is invited to come.

Mr. Howes stated that none of the reports that have reached Wilmington relative to the fine time the boys were having had been exaggerated. In fact he had never seen a happier bunch of boys.

THIS WILL STOP YOUR HAIR FROM FALLING

It was Dr. Sangerbund who first discovered that dandruff and falling hair were caused by microbes.

And now that Parisian Sage, the wonderfully delightful preparation that kills the dandruff germs can be secured at all drug and toilet counters, the clean people of this country have awakened to the fact that dandruff is unnecessary; that falling hair and itching scalp can be quickly stopped, and that anyone who frequently uses Parisian Sage should never grow bald.

To every reader who wishes to eradicate disgusting dandruff, stop falling hair, and have an immaculately clean scalp free from itchiness, we strongly recommend Parisian Sage.

Parisian Sage is sold for not more than 50 cents a large bottle. It is an ideal, daintily perfumed liquid, free from grease and stickiness, and will cause hair to grow lustrous and luxuriant. R. R. Bellamy always has a large supply and guarantees it to you.

WELCOME

To the North Carolina Good Roads Association

WE EXPECT YOU

THE PEOPLES SAVINGS BANK

CORNER FRONT AND PRINCESS STREETS

STORAGE VAULT

We have a large and well equipped storage vault and will be pleased to have you store your silverware and other valuables free of charge. A receipt is given for each package and only officers of the bank have access to vault.

Store your valuables and while away on your vacation you will not have to worry about what the burglar does at home.

The Wilmington Savings & Trust Company

—110 PRINCESS STREET—

A safe investment, B. & L. stock—15th series, Progressive Building & Loan Association, July 1st. je 21-5t

(Advertisement.)

CONTRACT IS LET FOR ADDITION TO GRACE CHURCH

Rhodes & Underwood Awarded Contract for Sunday School Annex.

The contract for the construction of the $15,000 Sunday school annex to Grace Methodist church, Fourth and Grace streets, was awarded Saturday to Messrs. Rhodes & Underwood, contractors.

The annex will be two stories in height, and part of the building will be partitioned off into 12 class rooms. It will also contain an auditorium with a balcony; and a kitchen and pantry and other conveniences for use in connectio with socials and other entertainmets. The annex will be built to the north and east of the church, and the architecture will be along the same lines as that of the church proper. It is expected that the building will be ready for occupancy early next fall.

During the Good Roads Convention, cars will be operated every fifteen minutes between Lumina and Wrightsville from 9:30 A. M. to 9 P. M. 2t

(Advertisement.)

COLORED PREACHER ARRESTED.

On Serious Charge by County Officer H. Mack Godwin.

Rev. W. E. Clapp, colored, pastor of Trinity Methodist church, colored, was committed to the county jail in default of $1,000 bond by Justice George Harriss to await a hearing on a charge of seduction under promise of marriage, preferred against him by one of the members of his church choir.

The defendant sent Justice Harriss word that he would surrender himself yesterday afternoon, but the latter got suspicious that he might not do so. Accordingly later in the day he asked County Officer H. Mack Godwin and Deputy Sheriffs A. L. Kelly and E. C. Reynolds to arrest him. County Officer Godwin accompanied by Mr. Louis Tindall, overtook the defendant about seven miles out on the Castle Haynes road walking rapidly away from the city.

MAYR'S WONDERFUL REMEDY for STOMACH trouble

ONE DOSE WILL CONVINCE

Gall Stones, Cancer and Ulcers of the Stomach and Intestines, Auto-Intoxication, Yellow Jaundice, Appendicitis and other fatal ailments result from Stomach Trouble. Thousands of Stomach Sufferers owe their complete recovery to Mayr's Wonderful Remedy. Unlike any other for Stomach Ailments. For sale by Robert R. Bellamy and druggists everywhere.

WELCOME

GOOD ROADS DELEGATES

There's a "Good Road" to this store, where you will find a wonderful assortment of Ladies' Dresses, Waists, Silk and Wool Sport Coats, Wash Skirts, and everything ready-made for women's wear.

"GOOD ROADS" SPECIALS

20 doz. Boys' Wash Suits; $1 values . . . . . 50¢

20 doz. Ladies' Muslin Gowns; values up to $1.50; at . . . . . 75¢

35 doz. Child's Gingham Dresses:
Sizes 2 to 6 . . . . . 35¢
Or 3 for $1.00

30 doz. Child's Dresses, ginghams and percales:
$1.00 values . . . . . 69¢
Or 3 for $2.00

About Fifty Coat Suits, all this spring's models, and worth from $12.50 to $25; will be closed out at, for each $7.50

Reduction of approximately 50 % on all Sport Coats, in Chinchillas and Corduroys.

Crepe de Chine Waists, in white and flesh; all sizes, at $1.75

Plain and Flowered Crepe Kimonos . . . . . 95¢

150 Models of Ladies' Summer Dresses and Waists, to select from; all moderately priced.

A full line of Muslin Underwear, including Envelope Chemises, 50¢, 75¢, $1

G. DANNENBAUM

20 Market Street, Next to New Way Market — Wholesale and Retail

SOCIAL and PERSONAL

Mrs. G. S. Grimes and children are visiting her mother, Mrs. R. M. Swann, at New Douglass.

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Miss Almeria Swann has returned from New Douglass, where she has been visiting her mother.

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Mrs. R. L. Holmes and son, Mr. Robert Holmes, are visiting in Fayetteville and Washington City.

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Mr. James MacRae, of Fayetteville, who has been visiting Mr. William Bunting, of this city, has returned home.

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Miss Annie McKoy is visiting relatives at Lumberton, and will then go to Henderson, where they will spend the summer.

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Miss Margaret High, of Whiteville, who has been visiting friends in Burgaw, passed through the city yesterday en route to her home.

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The regular monthly meeting of the Junior Epworth League of the Fifth Avenue Methodist church will be held this afternoon at 4 o'clock.

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An automobile party consisting of Misses Mary Johnson, Margaret Cowell and Marie Parsons, of Burgaw, were visitors to the city yesterday.

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Miss Wallace McGowan, of Anderson, S. C., and Mr. W. M. Robbins, of Charleston, S. C., are the guests of Mr. and Mrs. J. D. Robbins, Sr., of this city.

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Mr. and Mrs. E. I. Bear returned yesterday from their honeymoon trip to the New England states. Mrs. Bear was formerly Miss Mamie Nathan, of this city.

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Mrs. J. C. Drew, of Rocky Mount, passed through the city yesterday en route to her home from Jacksonville, N. C., where she has been visiting friends for several weeks.

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Mrs. F. B. Orr, of Currie, who was operated on at the James Walker Memorial Hospital several weeks ago, is able to be out again, her friends will be glad to learn.

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Dunn, N. C., June 20.—Messrs. E. R. Thomas and wife, of Duke; G. K. Grantham and wife and P. A. Lee and wife, of Dunn, left yesterday for Wrightsville Beach to attend the Pharmaceutical convention. Mr. Lee will read a paper before the association.

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A social will be given in the parish house of the Church of the Good Shepherd on next Tuesday evening for the benefit of the carpet fund. Ice cream and refreshments will be served and there will be a number of entertaining features. The public is cordially invited to attend.

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The members of the Christian Endeavor Society of St. Andrews' Presbyterian church and their friends are invited to attend a book social to be given in the Memorial hall Thursday night at 8:30 o'clock. Each person is invited to bring a book, new or old to be given to the Community Library at Castle Haynes.

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The friends of Capt. W. H. Pemberton will be happily pleased to know that he has returned home from Richmond where he has been for medical treatment. He was accompanied home yesterday by his wife and daughter, Miss Hattie Pemberton, who was visiting in Washington and later joined them at Richmond. Captain Pemberton's treatment was very successful and he is much improved in health.

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Many friends in Wilmington will regret to learn that Mrs. E. J. Robertson, mother of Mrs. B. W. Newkirk, of this city, passed away at her home at Beaufort, N. C., yesterday morning at 4 o'clock after a short illness. Mrs. Newkirk was called to her bedside several days ago. Mrs. Robertson was 84 years old and is survived by two other daughters besides Mrs. Newkirk, both of them residing at Beaufort.

• • •

Miss Anna Graham Harris, daughter of Mr. and Mrs. J. G. F. Harris, who spent the winter in Philadelphia, Pa., arrived yesterday to spend several weeks with her parents after which she will go to the mountains of North Carolina to spend the remainder of the summer. Miss Harris is a talented singer, and possesses a contralto voice of unusual sweetness. During the past winter she has sung in several of the leading churches in Philadelphia and at many entertainments. Those who heard her sing while she was at home last summer will be delighted to know that she is to sing at the meeting of the North Carolina Good Roads Association at Wrightsville Beach tomorrow night.

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LIEUT. S. B. ORNE WEDS MISS CHARLOTTE G. O'NEILL

At the home of the bride's mother, No. 321 South Third street, Miss Charlotte Greene O'Neill, youngest daughter of Mrs. Lottie Daniel O'Neill and the late Dr. Wm. P. O'Neill, was married yesterday afternoon at 6:15 o'clock to Lieut. Sidney Baxter Orne, of the United States coast guard cutter Seminole, the ceremony being performed by the Rev. Father Bour, of St. Mary's Pro-Cathedral. The wedding was very quiet and only the immediate members of the family were present.

Lieutenant and Mrs. Orne left on the evening train for Maine and other points in the North. They will make their home in Wilmington.

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MISS WORTH RETURNS FROM NEW YORK TO SPEND SUMMER

Miss Louise Daniels Worth, daughter of Mr. and Mrs. C. W. Worth, of this city, who has been filling an engagement with the Thanhouser Film Corporation in New York for the past several months, has returned to Wilmington and will spend the summer here with her parents.

While in New York Miss Worth took important roles in a number of picture plays, one of which, a two-reel naval drama entiled, "Uncle Sam's Navy," has been secured by Messrs. Howard & Wells for presentation in one of their theatres here in the near future. The latter part of August, Miss Worth will return to New York and enter a school for moving picture actors.

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GARDNER-GOLDBERG WEDDING TOOK PLACE YESTERDAY.

A pretty home wedding was celebrated yesterday afternoon at 5:45 o'clock at the home of the bride's mother, Mrs. Carrie Gardner, No. 423 South Fifth street, when Miss Elizabeth Gardner and Mr. Aaron Goldberg were united in marriage. The ceremony was performed by Rev. J. H. Shore, pastor of Fifth Avenue Methodist church. The ring service was used.

The bride wore a blue traveling suit of gaberdine with hat to match. Miss Varina Yopp, the maid of honor, was attired in a lingerie gown with blue accessories. Little Miss Katherine Schaeffer, cousin of the bride, was ring bearer. Mr. H. Travers Lewis acted as best man. Following the ceremony the young couple left on their honeymoon which will include visits of the northern cities. Upon their return, about two weeks hence, they will take up their residence at their pretty new bungalow at Carolina Court.

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PRESIDENT MARY O. GRAHAM OF PEACE AT FAYETTEVILLE

Fayetteville, N. C., June 20.—With Miss Mary O. Graham, newly elected president of Peace Institute, and Rev. W. S. Lacy, of the chair of Bible, present, the recently organized Fayetteville Peace Institute Alumnae Association met in the LaFayette Hotel parlor yesterday afternoon and inaugurated a campaign to enlarge the scope of the local alumnae association and to help in the raising of the proposed $200,000 endowment fund for the college. Plans looking to these ends were gone over, and the alumnae present pledged their hearty support to President Graham. Efforts will be made to have every alumnae of Peace in or around Fayetteville become a member of the association.

All those present expressed their delight at having with them Miss Graham, a distinguished granddaughter of Cumberland county, her father, Mr. Archibald Graham, of Charlotte, having been a native of Fayetteville, and confidence of a bright future for Peace Institute was expressed by those who know the quality of the Grahams.

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KING-COUGHENOUR WEDDING CELEBRATED LAST NIGHT

Miss Eugenia Elizabeth King, daughter of Mr. and Mrs. W. E. King, No. 801 Ann street, and Mr. G. Herbert Coughenour were married last night at 6 o'clock, at the residence of the bride's parents. The ceremony was performed by Rev. W. V. McRae, pastor of Trinity Methodist church, the pretty ring service being used.

The bride was very pretty in a blue traveling suit, and carried a bouquet of lilies of the valley and bride roses. The maid of honor, Miss Bessie Louise King, sister of the bride, wore an attractive white organdie dress and carried a bouquet of pink carnations. Mr. William Walker acted as best man.

Following the ceremony, the couple were heartily congratulated by the members of the bridal party, which included a number of their immediate relatives and friends. After an informal reception, the young couple left on their honeymoon trip to various cities in the north.

After July 1st they will be at home to their friends at the residence of Mrs. C. S. Hopkins, Sunset Park, until October 1, after which date they will take up their residence in their new bungalow at Carolina Court.

PERSONAL PARAGRAPHS

Editor R. B. Branch, of the Red night in the city, left yesterday morning for Columbus county.

—Mr. M. A. Dukes has returned to his home, No. 425 South Third street, after a pleasant visit to relatives and friends at Dothan, Ala., and Jacksonville, Fla.

—Among the arrivals at The Orton yesterday were: Dr. Bennett, K. E. Bennett, T. D. Bryson, T. M. Howerton, W. W. Wheeler and Walter Hughes, all of Bryson City.

—Yesterday's Baltimore Sun: "Thomas C. Craft, Jr., vice president of the Baltimore Grain Company, has returned from a vacation spent at his former home in Wilmington, N. C."

—Mr. Wm. S. Clayton, special deputy collector, left yesterday for Winston-Salem, where he goes on business connected wit hthe newly established customs house branch in that city.

—Among the arrivals at the Imperial Hotel yesterday were W. C. Lowry, Maxton; Graham D. Moore, Charlotte; Miss F. L. Bonham, Currie; O. K. Nimmocks, Jr., Fayetteville, and J. H. King, Hamlet.

—Among the arrivals at the Orton yesterday were L. M. Oliver and J. S. Oliver, Marietta; A. P. Gilbert, Durham; James Mashburn, Elon; D. M. Clarkson, Maxton; G. T. Morgan, East Arcadia; Capt. J. D. Matheson, King's Bluff; Hon. J. A. Brown, Chadbourn, and P. W. D. Jones, Charlotte.

—Former Superintendent of Streets John C. McAllister, of Wilmington, now of Fayetteville where he holds a similar position with that municipality, arrived last night as a delegate from Cumberland to the State Good Roads Convention.

—Among the arrivals last evening for the Good Roads Convention was Mr. Fulton R. Hall, of Fayetteville, auditor of Cumberland county, who will be a guest while in the city of his brother, Rev. W. G. Hall, pastor of Southside Baptist church.

—Major Wm. H. Bernard left yesterday morning for Fayetteville, N. C. where he will spend several weeks a the home of Mr. Frank H. Stedman While in Fayetteville Major Bernard expects to have his eyes treated by a specialist, later perhaps undergoing an operation in one of the hospital: there.

—During the Good Roads Convention cars will be operated every fifteen minutes between Lumina and Wrightsville from 9:30 a. m. to 9 p. m.

"The Battle Cry of Peace"
Earth's mightiest photoplay and spectacle. Royal today. 15 cents and 25 cents. (advertisement.)

Wrightsville Beach

Miss Mildred Finlayson, of Charlotte, is the guest of Miss Margaret Scott at the Seashore Hotel.

Among the guests at the Kitty cottage this week are: Mr. and Mrs. R. A. Mayer, Walter Brem Mayer, Mrs. E. L. Mason and four boys and Mrs L. C. Dickson, of Charlotte; Mr. F. B. Gault, Lake Waccamaw; Dr. J. L. MacMillan, Red Springs.

Wrightsville Beach now has gas, the mains having been opened for service yesterday. It was stated in yesterday's Star that it would be next week before the mains would be ready to be opened but this was not correct. The beach residents will find this a very great convenience and it will prove an additional means of making life on the resort much more pleasant for housekeepers.

Yesterday's Charlotte Observer: "Miss Mildred Finlayson will leave this morning for Wrightsville Beach where she wil be the guest for several weeks of Miss Margaret Scott of St. Louis, Mo., at the Seashore Hotel. Miss Scott will accompany Miss Finlayson home for a visit. She is remembered here as the attractive guest of Miss Finlayson several years ago. Miss Scott's family have spent a number of seasons at Wrightsville Beach."

—Among the arrivals at the Seashore Hotel were: E. G. Bray, Atlanta; Dr. and Mrs. G. A. Roberts, Atlanta; C. F. Shelton, Chadbourn; T. G. McAllister, Fayetteville; J. H. MacRae, Fayetteville; L. J. Herring, Wilson; Elbert Fowler, Atlanta; E. B. Mayberry, Maxton; J. A. Brigman, Atlanta; Mr. and Mrs. R. B. Suggs, Atlanta; Mr. and Mrs. H. L. Brown, Spartanburg; Mr. and Mrs. B. B. Steely and Miss Edith Steely, Spartanburg; Miss Courtney B. Ross, Atlanta; T. H. Evans, Fayetteville; E. P. McBarrie, Reidsville; A. E. Branch, Lexington; A. H. Kerr, Clinton; W. M. Lyon Durham; Mr. and Mrs. J. R. Boykin, Hamlet; J. T. Wrenn, New Bern; Mrs. L. J. Herring, Wilson; Victor Finck, Elizabeth City; W. Grimes Clark, Theo Fountain; J. W. Martin and O. F. Yount, Tarboro.

Arrivals at the Oceanic Hotel yesterday included the following: L. Kuhn, Charlotte; S. J. Welman, Richmond, Va.; W. H. Wearn, Charlotte; J. E. Shell, Lenoir; T. J. Williams, Durham; H. J. Rollins, Rockingham; F. H. Evans, Fayetteville; E. S. Phelps, Spruce Pine; E. M. Martin, Albemarle; J. P. Coppedge, Raleigh; George J. Rowland, Henderson; B. M. Weston, Swan Quarter; Dr. L. J. Herring, Wilson; J. R. Van Gorde, Elkhart, Ind.; George A. Matton, High Point; C. P. Greyer, Morganton; O. P. Winstead, Fremont; J. D. Brown, Warsaw; Jesse Carter, Jr., Aberdeen; J. H. Townsend, Red Springs; H. G. Mitchell, Star; J. E. Davis, Raleigh; Lee Reinheimer, Richmond; T. F. Barnby, Norfolk; J. L. Prior, Atlanta; G. E. Burwell, Charlotte; W. H. Suggs, Albemarle; E. K. Thomas and son, Duke; Mr. and Mrs. G. K. Grantham, Dunn; W. L. Perkins, Smithfield; H. S. Dance, Roanoke, Va.; Chas. B. Mills, Goldsboro; O. P. Makepeace and J. L. Neal, Sanford; E. E. Hanks, Charlotte; D. M. Gerdes, Sanford; E. L. Delamater, Baltimore; R. Hood, Smithfield; E. V. Zoeller, Tarboro; J. D. Goldsmith, Charlotte; Dr. S. A. Nathan, New Bern; J. W. Robertson, Andrews; John Rowe, Indianapolis, Ind.; Mr. and Mrs. S. E. Carr and D. S. Russell, Andrews; J. E. Cook, Roanoke; W. W. Cunningham, Nashville, Tenn.; R. P. Coble, Raleigh; J. S. Rudisill, Cliffside; M. E. Tyson, New Bern; M. E. Cozard, Andrews; J. P. Brown and A. L. Jones, Fairmont; C. A. Rogers, Asheville; J. B. Jones, Fair Bluff; E. B. Mayberry, Maxton; W. A. Crabtree, Sanford; George K. McNeill, Rowland; J. F. Cole, Carthage; H. Grantham, Red Springs; E. V. Harrell, Chapel Hill; C. D. Bradshaw, New Bern; W. W. Stone, Raleigh.

LOCAL DOTS

—Mr. L. H. Henderson, representative of the Merchants' Mercantile Agency, of Pittsburgh, Pa., who has been working for the last several months in Wilmington and vicinity in the interest of the "Credit Experience Guide," states that the Guide will soon be ready for publication. He requests all merchants who have not sent in the ratings of their customers to do so at once in order not to delay getting out the book. Those associated with Mr. Henderson in getting out the directory are Messrs. John H. Russell, W. A. Lane and John W. Hall. From Wilmington they will go to Fayetteville and to Florence, S. C., where they will get out directories for their company.

MEMORIAL TO CLYDE FITCH

To be Incorporated in New Library of Amherst College.

Amherst, Mass., June 17.—A unique memorial of Clyde Fitch, the dramatist is to be incorporated in the new library of Amherst College that is to be built this year. This library has been made possible by an anooymous gift of $250,000 to Amherst which was announced several months ago.

Mr. Fitch graduated from Amherst in the class of 1886, which included among other men who have since won distinction, Secretary of State Robert Lansing. Upon Mr. Fitch's death, the contents of his library decorations, furniture, and the major part of the books were presented to the college, and they will now be installed as they were formerly in the playwright's home in East Fortieth street, New York. The room will be long and narrow, of the same dimensions as the original and will contain the carved Italian ceiling, the Della Robbia "Madonna and Child" and the great oak table at which the author worked.

Another interesting feature of the new library will be a vestibule decorated with eight huge stone Assyrian bas reliefs which were presented to the college more than half a century ago by the Rev. Henry Lobdell, D. D., an Amherst graduate of the class of 1849, who was a missionary in Mosul. These slabs were taken from the palace of Assurnaxirbal, the last king of Assyria, and are covered with the representation of colossal mythological figures Into the stone are cut inscriptions in cuneiform characters, which record conquests of the king during the ninth century B. C.

The new library is to be built on the eastern side of the Common, occupying the site of the present Hitchcock hall, which was known to earlier generation of Amherst men as the Boltwood Mansion. The general style of the library building is classic with a leaning toward colonial in its proportions. It is to be built of Indiana limestone and brick. It will have a capacity of about 240,000 volumes, and will be one of the finest college libraries in the United States.

CAUSE OF MALARIA.

A Point on Which a Traveling Man Was Not Posted.

"It is surprising to me," said a man recently, "how many people, and the majority of them intelligent, well read people don't yet know the cause and source of malaria. Why, just yesterday," said he, "a traveling man who seemed well posted on every subject that came up, said to me, 'I like North Carolina fine, but you know this part of the State doesn't agree with me. I am chock-full of malaria already and I have been here only a little over two weeks. I shall be glad when my territory is covered and I can get up to the mountains.'

"'My friend,' said I,' where have you been to have been so subjected to mosquitoes? As for me I have not seen a one this summer.' 'Neither have I,' said the man.

"'Well, did you have malarial fever last summer or summer before?' 'This is my first attack,' said he, 'and I'm trying to make it as light as possible by drinking as little of this water as possible.'

"'Water nothing,' said I, 'do you think that a person gets malaria from drinking water?' 'From drinking water and this low climate,' said he.

"'My friend,' said I again, 'you are well up on lots of subjects, but as to malaria became associated with water a thing. That a person gets malaria from drinking water or from night air, either, has long ago been discarded as the source of malaria. That idea belongs to the dead past. The only relation they have at all to malaria is that the mosquito, which is the only thing that carries the malaria germ or organism, breeds in water and flies around and bites people at night. You can see how the old idea concerning malaria became associated water and and night air. Don't again,' said I, 'tell people you have malaria unless you have been bitten by a certain kind of mosquito called the Anopheles. Not even the ordinary kind of mosquito that bites at night can give you that disease.

"'For your further information and comfort,' I added, 'our State Board of Health has just recently made the statement that North Carolina has the lowest percentage of malaria infection of any Southern State, so when you leave North Carolina to get rid of malaria, be careful where you go.'"

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WITH
Shepard's House Fly
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Certain death to Bed-bugs, Cockroaches, Ants, Moths, House Flies, Mosquitos and other insects.

Kills all germ and insect life.

Insects carry deadly diseases. Protect your Health and Home, get a bottle today.

Guaranteed to do the work. Order from your Druggist or Grocer today.

A Pretty Figure---

And as the young girl's form develops—we can hear it as often said, "What a pretty figure" as a pretty face—if you start her with the right corset.

"The Warner "Debutante" Model

selected for the young girl will assist the form to develop gracefully and healthfully.

Do not attempt to fit a young girl to a model designed for a maturer figure. Ask to see the new Warner "Debutante", made especially for the young girl.

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MANUFACTURERS ICE CREAM
For Any and All Occasions
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We Have Just the Razor to Suit You:

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The "QUALITY" DRUG STORE

NOTICE

Now is the Time to buy Fruit Jars. We have Ball Bros.' Mason Jars, with zinc caps, any size.

We will make Special Prices now on Evaporated Peaches.

Just received, large lot extra fancy Rose Rice, which can offer at attractive price.

Request quotations before too late.

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Will Not Wiggle, Shake or Get Loose
Let Us Show You the NEWEST Invention in the Optical Trade.
SPECTACLES OR EYE GLASSES
CORRECTLY FITTED
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EYES TESTED FREE.
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Groceries, Drugs and Extracts
In a large and varied stock.
Also Field Peas at a low price.
250,000 Cypress Culls Shingles, at $1.35.
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Ladies! Ask your Druggist for Chi-ches-ter's Diamond Brand Pills in Red and Gold metallic boxes, sealed with Blue Ribbon. Take no other. Buy of your Druggist. Ask for CHI-CHES-TER'S DIAMOND BRAND PILLS, for 25 years known as Best, Safest, Always Reliable
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Magnolia Balm
is the Liquid Face Powder used by famous beauties. If you have Sunburn, Tan or Freckles try *Magnolia Balm*. It quickly stops the burn and removes Tan and blemishes. Makes your skin soft and smooth. Easy so use and sure to please.
Three Colors: White, Pink, Rose-Red.
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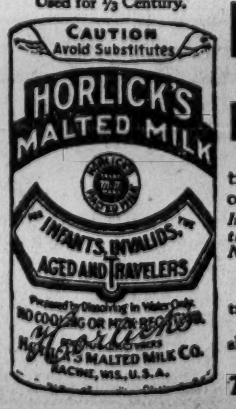
Protect Yourself!
Get the Round Package Used for ⅓ Century.
Ask For and GET
HORLICK'S
THE ORIGINAL
MALTED MILK
Made from clean, rich milk with the extract of select malted grain, malted in our own Malt Houses under sanitary conditions.
Infants and children thrive on it. Agrees with the weakest stomach of the invalid or the aged. Needs no cooking nor addition of milk.
Nourishes and sustains more than tea, coffee, etc.
Should be kept at home or when traveling. A nutritious food-drink may be prepared in a moment.
A glassful hot before retiring induces refreshing sleep. Also in lunch tablet form for business men.
Substitutes Cost YOU Same Price
Take a Package Home



HOSPITAL DIRECTORS RESUME THE INQUIRY

Dozen Witnesses Heard Yesterday in Support of Charges.

Defense Has a Score of Witnesses to Offer, After Which Argument Will Ensue—Will Probably Conclude Tomorrow.

(Special Star Telegram.)

Raleigh, N. C., June 20.—Directors of the Central Hospital for Insane, here, examined a dozen witnesses today offered to sustain the Latta and Hardesty charges against Superintendent Albert Anderson and the hospital management. Hardesty on the stand identified a voucher for $110, charged the hospital while he was steward for fertilizer used on his personal farm. He assured the directors this money would be refunded if such a mistake had been made.

The prosecution has two more witnesses for tomorrow, then the defense will offer a score of witnesses and the argument will follow. The hearing will be concluded probably Thursday.

MEETING OF DRUGGISTS CONVENES AT THE BEACH

(Continued From Page Five.)

has left no stone unturned to see that everyone is made to feel at home. He has had the cordial co-operation of the local druggists of the city. The reception committee is composed of Messrs. Edward Ahrens, J. H. Bunting, James M. Hall, Robt. R. Bellamy, J. H. Hardin, L. B. Sasser, W. C. Munds, H. L. Fentress, Walter R. Kingsbury, J. F. Jarman, N. T. McManus, J. D. Nutt, Chas. F. Green, Wm. Niestlie, D. A. Elvington, Dr. T. F. Coster and Dr. J. A. Smith. The entertainment committee is composed of Messrs Charles A. Lord, Edward Hardin, Leon Futrell, Harry T. Payne, Theodore C. Schut, Aaron T. Sallings, Moondy E. Mintz, Herbert Green, Joe Jenkins, Carl Miller, C. A. Fleming, James K. Hanson, E. W. Woolard, John R. Kelly, Vance Bounds, A. M. Mattocks, Adolph G. Ahrens, B. Frank Hayes and John W. Blomme.

The officers of the State association are: President, Mr. E. L. Tarkington, Wilson; first vice president, E. C. Birdsong, Raleigh; second vice president G. A. Matton, High Point; third vice president, S. E. Welfare, Winston-Salem; secretary, J. G. Beard, Chapel Hill; local secretary, D. A. Elvington, Wilmington; treasurer, G. E. Burwell, Charlotte.

Among the druggists who registered at the convention yesterday were J. V. Temple, Kinston; George J. Rowland, Henderson; J. D. Brown, Warsaw; Sam E. Welfare, Winston-Salem; George A. Matton, High Point; G. K. Grantham, Dunn; Ben S. Barnes, Maxton; W. O. Brame, Raleigh; H. T. Kershaw, Baltimore; W. W. Horne, Fayetteville; W. H. Wearn, Horne, P. W. Vaughn, Durham; J. R. VanGerde, Elkhart, Ind.; G. R. Pilkington, Pittsboro; James B. Bowers, Richmond, Va.; C. D. Sedberry, Fayetteville; G. E. Burwell, Charlotte; W. H. Suggs, Albemarle; O. P. Winston, Fremont; E. C. Daniel, Zebulon; R. E. Witaker, Raleigh; H. L. Fentress and J. A. Smith, Wilmington; H. S. Sedberry, Fayetteville; H. G. Mitchell, Star; Henry T. Hicks, Raleigh; R. R. Bellamy, Wilmington; J. E. Shell, Lenoir; W. H. Merritt, Chapel Hill; Charles O'H. Horne, Greenville; Jesse Carter, Jr., Aberdeen; P. A. Lee, Dunn; Dr. Hy P. Hynson, Baltimore; J. D. Nutt and William Niestlie, Wilmington; J. L. Prior, Atlanta; J. H. Hardin, Wilmington; E. K. Thomas, Duke; Lee Reinheimer, Richmond, Va.; Lambert Kuhn, Charlotte; Clyde Eubanks, Chapel Hill; F. J. Williams, Durham; D. H. Creach, Smithfield; J. F. Cole, Carthage; F. F. Barnby, Norfolk, Va.; J. W. Gibson, Boston, Mass.; J. H. Wadsley, Winston-Salem; Edward Birdsong, Raleigh; William Tomlinson, Atlanta; J. G. Beard, Chapel Hill; E. V. Zoeller, Tarboro; C. A. Rogers, Asheville; E. V. Harrell, Chapel Hill; Dr. J. L. MacMillan, Red Springs; W. A. Crabtree, Sanford; R. G. Canady, Smithfield; John Foege, Jr., Richmond, Va.; E. B. Mayberry, Maxton; J. I. Rudisill, Cliffside; M. E. Tyson, New Bern; H. P. Underwood, Goldsboro; George Byrd, Fayetteville; J. W. Blomme, Wilmington; C. L. Halstead, Burgaw; J. B. Jones, Fair Bluff; C. F. Shelton, Chadbourn; J. H. Townsend, Red Springs; George K. McNeill, Rowland; D. A. Elvington, Wilmington; F. W. Hancock, Oxford; R. B. Sugg, Belmont; Frank Jarman and Harry T. Payne, Wilmington.

GOOD ROADS HOSTS ARE ASSEMBLING

(Continued From Page One.)

Fourth has been turned into a mammoth garage, where visitors may store their machines at a nominal cost.

Dr. Pratt brought down with him a big collection of North Carolina gems of all descriptions which have been put on display at Honnet's. Here also may be seen the silver loving cup, which is going to be given to the man bringing an automobile the longest distance to the convention. There are also several other cups which will be offered as prizes.

Advertising New Highway.

Advertising a highway to be known as the Asheville-Atlanta scenic highway, which is now in process of construction through Western North Carolina, Dr. A. M. Bennett, K. E. Bennett, T. D. Bryson, W. W. Wheeler, T. M. Howerton and Walter Hughes reached Wilmington last night about 9 o'clock after having traveled 500 miles from Bryson City in two Ford automobiles, having left home on Sunday morning.

This party of enthusiastic road boosters came over the mountains to Asheville, thence to Hendersonville and Bat Cave, then to Shelby and then to Charlotte, where they spent Sunday night. From Charlotte they came to Monroe, thence to Pageland. They spent Monday night at Dillon, S. C., and came from that place to Wilmington. They didn't have anything worse than a puncture but this delayed them enough to keep them from reaching Wilmington as early as they expected. The only criticism they had to make was that they had to come through South Carolina a part of the distance. Good, bad and indifferent was the way they described the roads.

Dr. Bennett is a member of the highway commission of Swain county and Mr. Howerton is engineer for the commission. Everyone of the party is an enthusiasts good roads booster and the party brought along a fine assortment of photographs descriptive of the highway they are advertising.

Swain county some time ago issued $300,000 in bonds and is now engaged in the big task of improving its roads and bridges. A total of 35 miles are under construction, some of the road being 24 feet and the other 18 feet in width. Twenty miles of it is a part of the Asheville-Atlanta highway and the remainder of the Murphy-Knoxville highway. The roads, says Dr. Bennett, are being built along modern lines while the bridges are built of reinforced concrete. Ample provision is being made for maintenance. The highway traverses one of the most picturesque sections of the country.

Winston-Salem Party.

North Carolina has no more enthusiastic good roads advocate than Mr. P. H. Hanes, of Winston-Salem, prominent business man and able citizen, who was one of the chief promoters of the Central Highway to Asheville from Winston-Salem. Accompanied by his daughter, Miss Ruth, and a party of ten others, Mr. Hanes arrived last night. Winston-Salem is expecting to get the prize offered to the city or county having the largest attendance in proportion to distance.

Mr. J. Hampton Rich, editor of Piedmont Industries, one of the members of the Winston-Salem party, brought along an exhibit of views of the Boone Trail Highway and of the Boys' Patrol, which Mr. Rich was largely instrumental in organizing. Others arriving last night included Mr. J. B. Sparger, chairman of the Surry Board of County Commissioners and Mr. Joe H. Carter, representing the Mt. Airy Chamber of Commerce.

Mr. K. B. Council, of Wananish, who arrived in the city last night to attend the convention, said that without doubt there would be 500 people to come to Wilmington on the special train Thursday. Several prominent Pender county citizens were in the city yesterday and they brought news of the big automobile procession that will come Thursday.

Charlotte Interested.

Speaking of the Charlotte automobile party which left that city yesterday, the Charlotte Observer of yesterday had the following:

"Osmond L. Barringer, Edward L. Cowles a nda party of friends will leave early this morning through the for Wilmington and Wrightsville Beach to attend the good roads convention that assembles at the Beach tomorrow. Mr. Barringer is perhaps the State's foremost good roads advocate and has probably done more to stimulate interest in bettering the motor highways of the State than almost any, other individual. It is regarded as very fitting and proper that he should be present at the biggest good roads convention that ever gathered in the history of the State.

"It is Mr. Barringer's purpose today to take a number of road readings in order that when he returns he may be able to furnish The Observer with an accurate chart of the Wilmington-Charlotte highway for publication and future use. The Charlotte-Wilmington highway is one that is destined to play a big part in the good roads activities of the State in the years to come and hence the need of getting complete and accurate information on it at this time. That is what Mr. Barringer proposes to do and hence his journey today.

"Quite a delegation will probably attend this convention from this section of the State. Chairman A. M. McDonald of the Board of County Commissioners will attend and others from Charlotte."

N. C. NATIONAL GUARD WILL START MOVE SATURDAY

(Continued From Page One.)

the mobilization to this city, pledging ample accommodations.

From all the companies called out there come reports of gratifying progress in enlistments with enthusiastic response to the call by members of the companies. Col. J. T. Gardner, Col. W. C. Rodman and Col. W. E. Minor, of the three regiments, are here along with Paymaster General J. E. Peterson, giving their personal attention to matters in preparation for the mobilization movements. There are a small army of railroad men here looking after the proposals for the movement of troops to the concentration point.

RALEIGH WAS PULLING FOR THE MOBILIZATION CAMP.

(Special Star Telegram.)

Washington, D. C., June 20.—The business people of Raleigh are making an effort to have the State troops mobilized at Raleigh instead of Camp Glenn. Representative Pou received a long telegram late tonight from W. H. Pace, an attorney of the Capital City, urging him to use his influence to have the orders for mobilization changed from Camp Glenn to Raleigh.

Pace told the Fourth district congressman that the change would save the Federal government at least $20,000 in transportation and that a free site for camp purposes would be donated. The telegram was received too late to bring the matter to the attention of the War Department, but Mr. Pou will do so tomorrow.

There is not much chance, however, of the original orders being changed. Camp Glenn is considered by army officers an ideal camping ground. In addition to a good rifle range, the camp is well equipped with lights, water, streets and a sewerage system. P.R.A.

TOAD BEATS HEN'S RECORD

"Hopper" Lays 1,000 Eggs Annually and Lives About 40 Years.

(Milwaukee Free Press).

The toad lives from 10 to 40 years and it can lay more than 1,000 eggs a year. It has lived two years without food, but cannot live long under water. It never takes dead or motionless food.

It captures and devours wasps, yellow jackets, ants, beetles, worms, spiders, snails, bugs, grasshoppers, crickets, weevils, caterpillars, moths, etc. In 24 hours a toad consumes enough food to fill its stomach four times.

A single toad will in three months devour more than 10,000 insects. If every 10 of these would have done one cent damage, the toad has saved $100. Evidently the toad is a valuable friend to the farmer, gardener and fruit grower, and can be made especially useful in the greenhouse, garden and berry patch.

KITES CARRY PARACHUTES

(Popular Mechanics).

Parachutes may be released from suspended kites readily by providing tripping loops on the kite tail. Form a loop on one end of a piece of cord, and tie the other end to the khite tail. Make a loop in one end of another piece of cord and tie the other end to the top of the parachute.

Tie a piece of cord around a nail to its head and fix this also to the kite tail. Pass one loop through the other and insert the nail.

The trip to the parachute, pull in about a yard of string and release it quickly. The parachute will trip without fail. The end of the string may be fastened to a stake driven into the ground or it may be held in the end.

"Well.....I'll be....jiggered!
At last.....a cigarette that satisfies!"

Satisfy!—that's a *new* thing for a cigarette to do. But Chesterfields do it, first puff to last!

Yet Chesterfields are *mild*, too!

This master-stroke of combining mildness with "*satisfy*" means a *new* kind of enjoyment—something that cigarettes have *never before* offered to smokers! No other cigarette *can* offer it.

Because no cigarette maker can copy the *Chesterfield blend!*

Try Chesterfields—*today!*

Liggett & Myers Tobacco Co.

Chesterfield
CIGARETTES

10 *for* 5c
Also packed
20 *for* 10c

They SATISFY!
—*and yet they're MILD*

TOWNS SUPPLANTED BY HUGE PILES OF RUINS

Party Visits Scene of Great Struggle Around Verdun.

General Hellouin Leads Them to Within Short Distance of the German Lines—Experience Life in the Trenches.

Headquarters, Fifth Army Corps, at the Front, France, May 25.—(Correspondence of Associated Press).—General Hellouin, commander of the Fifth army corps lying on the left flank of the army before Verdun, led the way to a high elevation which commanded a sweep of the vast war panorama—the German trenches plainly visible only six hundred yards away; to the right the historic town of Varenne torn to pieces and the famous house in which Louis XVI. and Marie Antoinette sought refuge from the Terror, a mass of ruins; further on another town wiped off the map so that not even ruins appeared above the level sand; and through the vista of trees, the outlying defenses of old Verdun—Avacourt, Harcourt, Mort-Homme, Chattancourt—midway between Verdun and the point where the party stood, outlined dimly through the mist and curtain of smoke.

A terrific bombardment was in progress, and the crash of shells and whiz of bullets echoed all along the front, and on the Verdun hills where the battle was at its height. But for this terrific din, there was no sign of movement or activity, no hurry troops, no clash of battle lines—only a vast battlefield of green hills and devastated town, with now and then a puff of smoke from some hidden battery and the everlasting din and giant weapons racking the ears.

"That's a melanite shell," said General Hellouin, as a crash more terrible than the rest fairly rent the air.

The commanding general turned to M. Painleve, a member of the Briand ministry, and to the Associated Press representative who was privileged to accompany this notable party.

"Come up here," said the general, "and get a good survey of the scene." And climbing to this point of vantage, the party looked out on one point after another designated by General Hellouin as those on which the ravages of war had fallen heaviest.

"See that sandy hill," said the general, pointing to a barren crest of yellow sand. "Who would ever think that was the site of a good-sized town only a short time ago? It had solid stone houses, and a stone church with double towers of stone, and seven hundred people living a peaceful and prosperous village life. And look at it—not a thing remains, not even ruins. No, it is blotted out of existence. First the houses and church were bombarded into ruins; then the ruins were bombarded into bits, and then the bits were bombarded into dust, until—well, look at it, as flat as the desert of Sahara, and not a mound to indicate that hundreds of people lived there only recently."

The party were grouped around the general, speaking in whispers, for just over there were the German gunners a few hundred feet away, on the alert for any voice or movement giving them opportunity for a shot. Carefully the general and M. Painleve looked through the foliage screening the high parapet, their heads protected by steel helmets.

Apparently the Germans had divined the presence of a party, or had heard the low voices. For suddenly the line of clay trenches immediately opposite, which had been silent until now, burst into a sheet of white smoke as the guns were trained on the point where the party stood. General Hellouin was undisturbed amid the whiz of shells, until two staff officers, urging the risk of his exposed position, induced him and M. Painleve to seek the security of the trench.

The start to the trenches had been made at daylight. The route lay through a number of small villages, one of them torn to pieces by the bombardment, with only jagged stone walls and chimneys standing gauntly along the road. Long lines of trucks looking like "prairie-schooners" stretched for miles along the route and thousands of horses and mules and carts were parked at close intervals, all taking some party in this huge task of keeping up the steady supply of food, equipment and ammunition for several million men.

The Argonne forest was entered about 9 o'clock, with General Hellouin leading the way with M. Painleve. Here and there great trees had been splintered by shell fire, and one giant spruce had been cut as with a knife twenty feet from the base, the top branches shooting down and sticking upright in the earth like a new tree. Spring flowers were thick among the moss and ferns, and the birds kept up a constant twitter amid the rumble of artillery and the "crack," "crack" of the seventy-fives. But gradually the singing of the birds ceased as the exposed front was approached. Here the foliage disappeared from the trees, which were scarred and burned as though a forest fire had just swept by. Telegraph wires were strung through the trees linking all parts of the front and rear with headquarters.

Entering the forward trenches, General Hellouin and all the party put on helmets, for the fire was now heavy and incessant. Hardly a hundred yards had been covered when a wounded soldier came limping back from the firing line. He was very pale, with a great splas hof blood on his coast, but on his feet and walking without support. Another soldier was ahead, and one behind, ready to give assistance.

"It is nothing, only a ball in the hip," he said, "but my companion was killed outright."

"It is nothing," he kept on repeating, as he held up the flag of his coat, showing a small round hole cut as nicely as with a pair of scissors. But it was not this, or the ball in the hip, which was giving him pain—it was his companion killed at his side.

Shortly after this another grewsome incident interrupted the exploration of the trenches. An officer of high rank arrived suddenly to report to the commanding general—a mine had just been exploded, killing Captain G——— and wounding two lieutenants and forty men. This he told hastily as the general paused to receive the report. Captain G———, he went on, had lived long enough to write a few words to his family. The explosion of the mine had not only scattered deadly fragments among the officers and men, but most of them had been overcome by gas fumes.

This tragedy, hastily reported to the general as the party trudged through the trench, was only one of the incidents of this greater tragedy going on night and day all around here. General Hellouin spoke of the gallant service of Captain G———, gave directions for suitable care of the body, and the party passed on to inspect the trenches.

It is no easy thing—this walking through the front trenches. They have tried to floor them, to keep the men raised out of the sticky clay. But the floor is of round saplings, about the thickness of telegraph poles, laid side by side, making a bumpy surface. It is all right for the poilu, in his wooden sabots. But for a civilian it is like going over railroad ties. And besides there is the zig zag, ror the trenches turn sharply every twenty feet. And the wdth of these clay walls is no greater than four feet—much like excavations one sees in the street for a sewer or gas main. Every hundred feet the visitor's head strikes one o' the heavy timber bridges thrown across the trenches.

"See how this works," said a young officer commanding this section of trench, as he pointed to a cheveaux-de-frise balanced above the trench, ready to drop and bar all progress should the Germans break through. The cheveaux-de-frise was a stock frame laced and wound with ugly barbed wire. A long wire ra naway to a point of observation.

"Close the trench," shouted the young officer, and the chevreaux-de-frise came tumbling down, fitting exactly across the trench, and immovable in its barrier of twisted wire.

Every few feet the clay wall of the trench showed a large black hole—the entrance to the subterranean pit where the men sleep and eat and live. General Hellouin wanted the party to see everything—the real living condition of the men—so down one of these black holes the guests went. Soon th daylight disappeared and there was darkness of a tunnel, and the damp earthy smell of being underground. There was a call for candles, and then suddenly this cavern was brightly illuminated as the electric current was turned on for the general and his party. Now the men could be seen plainly, some in the narrow bunks ranged against the clay walls, others at a table with a lantern. At the further end was a small separate hole in the earth—the quarters of the officer commanding the trench. He had put up photographs on the clay sides, one of them a picture of General Joffre, and his little table had several books and trinkets.

"It is not so bad," he said, with pride, as he showed his things, "and it is practical, and even comfortable, when you get used to it."

A telephone stood handy to the commander of the section, and the telephone wire, encased in a wire-wound rubber hose, could be seen leading off to all the ramifications of the trench, permitting the commander to communicate with any part of his section. It was a fighting section, and the commander pointed out his poilus coming and going to the guns. Two hours is the allotted time for a man to work the guns under fire. Then another man takes his place, and then another with as much regularity as the force and then urgencies of the fighting permit.

A squad of these men, in a trench battery, were manoeuvring their guns so as to get a good aim. The opening through which the muzzle of the gun projected was only five inches wide, sweeping the field east and west. Steel rails had been utilized for the protective armor, and the muzzle of the gun swung between an upper and lower rail of steel. The pit was low, requiring the men to bend double and increasing the weariness of their task. There were hundreds of these guns at intervals, each giving o ffits bark and adding to the carnage and devastation ahead.

In a heavily wooded ravine stood one of the big guns, inactive for the moment and covered with tarpaulin. Dense shrubbery in front and above kept the places screened fro mthe observation of enemy field-glasses or over-flying aviators. Nearby, in a high tree, an encircling ladder ran up to an observation platform, like the steel observation masts on American warships, but all screened in the thick foliage of the tree. The gunners stood about the big gun ready for an attack, and General Hellouin had them take off the tarpaulin and put the huge monster through its courses. The great muzzle poked its nose through the folliage, seeking out this point and that along the German front, stretching off the other side of the ravine.

Visits were now made to the first-air surgeons in the trenches, posted at handy hospitals along the line. There is no effort here to have all the equipment of a hospital; only the bare necessities for urgent action are at hand when some wound needs heroic treatment at once to staunch the flow of blood from a severed artery until the wounded man can be carried back to the field hospital for fuller treatment.

Colonel Desfontaines joined the party at one point, to explain the details of the rows of barracks rising tier on tier, six stories high, along the side of a steep hill. As he left, one of th officers said:

"That man had a remarkable experience which saved the day at a bloody stage of the fighting some time ago. The struggle had been desperate late into the day, until both sides were utterly exhausted. The men fairly dropped in their tracks, and neither side had the physical energy left to strike the final blow that would be decisive. Colonel Desfontaines realized the situation, and going t othe head of his exhausted men he coolly threw aside his revolver, took out his pipe; lit it, and then pipe in mouth called to his men to make a last charge. The audicity of the act at a moment of such exhaustion, heartened the worn-out men; they struggled to their feet and made the rush which the crisis needed. It saved the day, the Germans were swept from the field; and Colonel Desfontaines is wearing the 'Croix de Guerre.'"

Returning the party passed the headquarters of General Humbert, and M. Painleve paused to call on the commander of the Third Army Corps. General Humbert is installed in a vast park, for his reserves are further back from the fighting front. The General has the student-like face of a Moltke with spare thin build. The talk turned on the splendid condition of the men as M. Painleve had just observed had just observed them.

"Yes," said Colonel Humbert, "and let me give you an instance showing the morale of the men. There was an exposed position where it was necessary to send a man. Volunteers were called for, as the place was swept by enemy fire and it meant sure death. A man stepped forward immediately. He pushed forward to the exposed point and was shot dead. Then his companion stepped forward, and he, too, was shot dead. And then a third took his turn an fell; and a fourth; and then a fifth. Yes, five men, one after another seeing just what had happened and knowing it meant certain death, each took their turn with absolute calmness. That is only a passing instance, but it shows the everlasting purpose of our men."

General Humbert's tribute only confirmed the impression made on every member of the party by this trip of inspection, covering several days, over hundreds of miles, to three army corps with the Corps Commanders leading the way to the very front looking out on immortal Verdun back to the preparatory works and reserves. Everywhere the French army was ready abundant in men, ammunition and supplies, and with enormous resources still uncalled upon.

WOMAN WHO HOPES TO BE THE "FIRST LADY OF THE LAND," AND DAUGHTER.

MISS HELEN HUGHES

This photograph of Mrs. Charles E. Hughes, wife of the Republican candidate for the presidency, the woman who will be the "first lady of the land" if the ex-justice of the United States Supreme Court is elected president, was taken in her library at her spacious home in Washington. Mrs. Hughes is known in Washington as a woman of domestic, rather than society tastes. Despite the fact that her husband's place made possible the highest social position in Washington, she has spent most of her time with her family. Miss Helen Hughes, the eldest daughter, has been for some time in a camp of the Young Women's Christian Association in Pennsylvania.

THE C. W. POLVOGT CO.

"The Store That's Always Busy"

During Convention Week Special Good Road Prices

In Honor of the Distinguished Visitors That Will Attend the Good Roads Convention Here This Week, We Have Inaugurated a Week's Bargain Feast for the Benefit of Both Our Regular Customers and the Strangers in Our City.

Don't Fail to Take Advantage of These Liberal Price Concessions

Ready-to-Wear Departm't

Sport Dresses of Silver Bloom Material **$7.50** to **$12.00**

Colored Voile Dresses, each, ... **$5.00** to **$12.50**

White Voile Dresses ..... **$5.00** to **$13.50**

Wirthmorr Waists $1.00

Always worth more. Our Weekly Sale of Withmorr Waist for $1.00 is the most unique event which this store proclaims. A shipment once a week always twenty dozen; four distinct styles to select from.

See Window Display of Shirt Waists and Skirts for $1.00 each, this week.

Sport Stripe Suiting

Just received another lot of these Stripe Suitings; something different from what you will find elsewhere. Prices range from ..... **25¢** to **50¢** a yard

Voiles

Plain and Stripe Voiles, **25¢, 35¢, 50¢** and **75¢** a yard

Bathing Suits

For Ladies, Men and Children

We have a full line of New Suits, Caps and Shoes to make your selection from.

Ladies' Bath Suits, each ..... **$2.25** to **$6.50**

Children's Bath Suits, each. ..... **50¢** to **$1.25**

Ladies' Swimming Tights ..... **50¢** to **$1.75**

Water Wings, each ..... **25¢**

SEE SPECIAL WINDOW DISPLAY THIS WEEK

SCIENTIFIC SHAVING.

One Field in Which the Efficiency Expert is Needed.

(From the New Republic.)

One of the most fantastic persons in the world is the public official who before he can write a postal order or a tax receipt, has to make preliminary curls of penmanship in the air. Observed by the scientific eye, we are much more fantastic ourselves.

If our effective motion could be registered on a visual target our record would be found to resemble that of savages who use ammunition without a sight on their guns. If we think that the ordinary soldiers' marksmanship is wasteful, we may well look to ourselves. Our life is peppered with motions that fly wide and wild. It begins on awakening. We stretch our arms—waste motion! We ought to utilize that gesture for polishing our shoes. We rub our eyes—more foolishness. We should rub our eyes on Sunday for the rest of the week.

But it is in processes like shaving that scientific management is really needed. Men flatter themselves that they shave with the minimum of gesture. They believe that they complete the operation under five minutes. But, excusing our inaccuracy, do they knew that under the inspection of the scientific manager their performance would look as jagged as their razor blade under the microscope? The day will probably arrive when a superman will shave with one superb motion as delightful to the soul as the uncoiling of an orange skin in one long, unbroken peel.

Whenever You Need a General Tonic, Take Grove's

The Old Standard Grove's Tasteless chill Tonic is equally valuable as a General Tonic because it contains the well known tonic properties of QUININE and IRON. 50c.

UGH! CALOMEL MAKES YOU SICK. DON'T STAY BILIOUS, CONSTIPATED

"Dodson's Liver Tone" Will Clean Your Sluggish Liver Better Than Calomel and Can Not Salivate.

Calomel makes you sick; you lose a day's work. Calomel is quicksilver and it salivates; calomel injures your liver.

If you are bilious; feel lazy, sluggish and all knocked out, if your bowels are constipated and your head aches or stomach is sour, just take a spoonful of harmless Dodson's Liver Tone instead of using sickening, salivating calomel. Dodson's Liver Tone is real liver medicine. You'll know it next morning because you will wake up feeling fine, your liver will be working, your headache and dizziness gone, your stomach will be sweet and bowels regular. You will feel like working. You'll be cheerful; full of energy, vigor and ambition.

Your druggist or dealer sells you a 50 cent bottle of Dodson's Liver Tone under my personal guarantee that it will clean your sluggish liver better than nasty calomel; it won't make you sick and you can eat anything you want without being salivated. Your druggist guarantees that each spoonful will start your liver, clean your bowels and straighten you up by morning or you get your money back. Children gladly take Dodson's Liver Tone because it is pleasant tasting and doesn't gripe or cramp or make them sick.

I am selling millions of bottles of Dodson's Liver Tone to people who have found that this pleasant, vegetable, liver medicine takes the place of dangerous calomel. Buy one bottle on my sound, reliable guarantee. Ask your druggist about me.

BIG DELEGATION FROM CUMBERLAND COMING

Forty or Fifty to Attend Good Roads Convention.

Cumberland County Men Propose to Make Their Good Roads Exhibit the Best at the Beach This Week.

(Special Star Correspondence.)

Fayetteville, N. C., June 20.—At an enthusiastic meeting of the Fayetteville chamber of commerce last night arrangements were made to send a delegation of 40 or 50 men to the North Carolina Good Roads Association's convention which convenes at Wrightsville Beach Wednesday. Thirty-nine men have already enrolled as delegates. A splendid good roads exhibit will be carried by the local men. The Fayetteville delegates are going to put up a concerted effort to make Cumberland's the best in the entire list of county exhibits. The Cumberland exhibit has been gotten up by Chairman T. Gilmer McAlister, of the board of county commissioners, and County Auditer F. R. Hall. It includes 40 photographs of sandclay roads built under the Cumberland building system, pictures of Fayetteville's well paved streets, as smell as photographs of a number of bridges recently constructed in the county. A large streamer which will be carried along to be placed over the exhibit bears the slogan, "All Fayetteville for Good Roads."

The Oceanic Hotel will be the headquarters of the Cumberland delegation. The vanguard of the Cumberland representation headed by Mr. T. G. McAlister, left this afternoon. Some others will leave for the beach tomorrow but the greater number will go down Thursday morning.

Among those signifying their intention of going are Messrs. T. J. Purdie, John L. Wade, Democratic nominee for county commissioner, T. C. Bynum, Dr. Frank N. Evans, J. C. McAllister, superintendent of streets of Fayetteville, R. M. Jackson, T. G. McAlister, chairman of the Cumberland county commissioners, Thomas H. Sutton, president of the Fayetteville chamber of commerce, Dr. H. W. Lilly J. F. Harrison, W. E. Honeycutt, Albert Wade, county commissioner, A. A. McQueen, Dr. J. F. Highsmith, F. R Hall, David Gaster, county treasurer; Fred D. Williams, R. W. Herring, W. C. Fields, Leon S. Noel, Joe McPhail, W. F. Franck, E. M. Lewis, W. C Ewing, R. H. Upton, H. H. Bolton R. P. Bolton, register of deeds; D. J. Breece, Republican nominee for county treasurer, Hunter G. Smith, W. W. Horne, C. D. Sedberry, H. S. Sedberry, George Byrd, ex-Sheriff W. H. Marsh and L. C. Adams.

HON. B. R. LACY AT HAMLET

Addresses Conductors at Their Memorial Service—Heard by Many.

(Special Star Correspondence.)

Hamlet, N. C., June 20.—The memorial exercises of the Order of Railway Conductors were held in the Hamlet opera house Sunday afternoon. The large building was filled with members and friends of the order. Two members of the Hamlet division have died during the past year, and the exercises were especially in their memory. They were W. J. Burney and Thomas F. Blackman, both residents of Hamlet, and their families residing here now.

The address of Hon. B. R. Lacy, who was formerly a railroad engineer, who ran an engine on the Seaboard years ago, was one of the best addresses ever delivered in Hamlet. It was plain and practical, full of interesting reminiscences and full of good and timely advice. His exortation to all present to be ready for the "call" which comes to all, and especially which was more likely to come quickly to the railroad man, was one of the best "sermons" ever delivered in Hamlet.

ORGANIZING FOR BIG FIGHT.

Robeson Supporters of Mr. Godwin Lining Things Up for the Fray.

(Special Star Correspondence.)

Lumberton, N. C., June 20.—Robeson county supporters of Representative H. L. Godwin for re-nomination for Congress, are organizing for a great fight in his behalf. Already a central committee has been established in Lumberton and township committees have been appointed in each township in the county. The central committee is composed of Prof. R. E. Sentelle, chairman; W. P. Barker and F. Grover Britt. Not only the central committee, but the various township committees, which are composed of a number of the leading men in the townships, are ready for the fight, which promises to be warm, as Mr. Brown has many friends in Robeson.

The battle cry of the Godwin committees is: "For Congress, H. L. Godwin, who for ten years has been our faithful servant in Congress."

NEW BERN FOR WILMINGTON.

Will Help Bring Red Men Here for the Next Grand Council Meeting.

(Special Star Correspondence.)

New Bern, N. C., June 20.—Grand Sachem D. E. Henderson, of the local camp of the Red Men, accompanied by Messrs. E. A. Braddy and S. W. Pennington, left this afternoon for Asheville where they will attend the Grand Council of the Improved Order of the Red Men which is to be held in that city this week.

Grand Sachem Henderson will preside at this meeting and in an interview given out before leaving the city, he stated that there was every probability that there would be at least 500 members in attendance.

It was thought at one time that New Bern would ask for the next Council, but it has been decided that this city would forego this pleasure and would vote to have it held at Wilmington, the Red Men there being anxious to entertain the council next year.

SUCCEEDS MR. CHALENOR.

E. L. Rains Becomes Seaboard Freight Traffic Manager.

Norfolk, Va., June 20.—G. L. Rains was today appointed freight traffic manager of the Seaboard Air Line Railway to succeed L. E. Chalenor, who goes to Atlanta, Ga., as chairman of the Southeastern Freight Association. E. T. Wilcox, of Birmingham, Ala., succeeds Rains as general freight agent and R. W. Daniels, commercial agent at Memphis, Tenn., succeeds Wilcox at Birmingham. These changes are effective July 1.

MEMBER HIGHWAY EXECUTIVE COMMITTEE

Col. John VanB. Metts, of New Hanover, former member of Board of New Hanover Commissioners.

Fayetteville Bride May Go To Border

MRS. A. B. BREECE, MARRIED TWO MONTHS AGO TO MEMBER OF NATIONAL GUARD, VOLUNTEERS AS NURSE

(Special Star Correspondence.)

Fayetteville, June 20.—Perhaps the first woman in North Carolina to volunteer for service as a nurse in Mexico is Mrs. A. B. Breece, of this city, a bride of two months, whose husband is a member of Company F, Second Regiment, North Carolina National Guard. Mrs. Breece, a trained nurse, has offered her services to Major J. V. McGougan, chief surgeon of the Second regiment medical corps, and says that the Second regiment goes. Mrs. that the second regiment goes. Mrs. Breece was trained in the Highsmith Hospital Training school for nurses here. She was Miss Cora Sessions, of Sumner, Fla. She and Mr. Breece were married at the home of Rev. Joel S Snyder, in this city about two months ago.

Her husband, A. B. Breece, is also placed in an unusual position by the call to arms. Mr. Breece is a candidate for the Legislature from Cumberland county, having been one of the two candidates to enter a second primary after the elimination of three others in the primary of June 3, and is also a private in Company F, Second Regiment, N. C. N. G. He has been deluged with enquiries as to whether he is going to Mexico, whether he is going to withdraw from the race for the legislature, etc. He states emphatically that wherever Company F goes he is going, "if into the heart of Mexico." So Cumberland county's next representative in the lower house of the legislature may be on the Mexican border or chasing bandits in the land of the cactus when the news of his nomination reaches him—if he is nominated. "In case of my nomination and election," says Mr. Breece, in a statement to the people of Cumberland county, "I promise that arrangements can be made for me to serve you in the Legislature, unless I have been called upon to serve you in a greater and more honorable capacity." Mr. Breece's opponent for the legislature is W. E. Honeycutt, of Linden.

ADJUTANT GENERAL YOUNG TO OFFER SERVICE TO REGULARS?

As Soon as Mobilization of State Troops is Completed.

(Special Star Correspondence.)

Kinston, N. C., June 20.—Adjutant General Young will offer himself for a commission in the regular army as soon as the mobilization of the State troops is completed, it is reported on good authority. When the North Carolina troops are all out of the way General Young will place himself in a position to be appointed to the regular establishment, it is said, because there will then be no position he can fill in which he could see active service.

"The Battle Cry of Peace"
Earth's mightiest photoplay and spectacle. Royal today, 15 cents and 25 cents. (advertisement.)

COTTON PRODUCTION REPORT

Total Amount Produced During 1915 Was 11,191,820 Bales.

Washington, June 20.—Final statistics of the 1915 cotton crop of the United States, issued by the Census Bureau today, places the production at 11,191,820, equivalent 500 pound bales, the smallest crop since 1909. Production in every state showed a decrease, the greatest proportionately being in Oklahoma where the crop was little more than half as large as that of 1914.

Production of linter cotton reached a record, notwithstanding the smaller crop. In all 880,780 bales were ginned, exceeding the 1914 output by nearly 24,000 bales. The increase was due in part of the high prices obtained for the fibre, which is used extensively in the manufacture of gun cotton and smokeless powder.

Texas, Georgia, South Carolina and Alabama produced almost two-thirds of the total crop. Ellis County, Texas, was the leading cotton county with 117,337 bales ginned. Bolivar county, Mississippi, was the only other county ginning more than 100,000 bales, its total being 102,838 bales.

MR. LEON P. M'KAY DEAD

Young Man of Prominent Family in Dunn Passes Away.

(Special Star Correspondence.)

Dunn, N. C., June 20.—Mr. Leon P. McKay, aged 24 years, died Sunday morning and was buried the same day in Greenwood cemetery. Mr. McKay was a son and business associate of Mr John A. McKay, a large farm implement manufacturer and foundryman. He was buried with the entire Pythian lodge in attendance, they conducting the burial service at the grave after a short service by his minister at his home. He is survived by father, mother and several sisters and brothers. Mr. McKay had taken one degree in Masonry just before his illness that resulted in his death.

Souvenir Dance Tonight
at Lumina complimentary to North Carolina Pharmacists. (advertisement)

OFFICERS ARE ELECTED

Woman's Auxiliary of Presbyterian Church Closes Sessions.

Norfolk, Va., June 20.—The closing session of the Woman's Auxiliary of the Southern Presbyterian church, held today was featured by the election of officers and appropriate devotional services.

The following officers were named: Chairman, Mrs. Chris G. D. Dullnig, of San Antonio, Texas; vice chairman, Mrs. H. D. Walton, Farmville, Va. recording secretary, Mrs. James W. Bruce, of Birmingham, Ala., and treasurer, Mrs. D. A. McMillan, of Missouri. No announcement was made as to the next annual meeting.

Souvenir Dance Tonight
at Lumina complimentary to North Carolina Pharmacists. (advertisement)

Rocky Mount, N. C., June 20.—Colored undertakers and embalmers from all over North Carolina are here today to attend the fifth annual session which opened this morning with J. C. Scarborough, of Durham, president, presiding, and A. N. Darden, of Wilson, secretary. The opening session was held this morning and Mayor L. F. Tillery extended the welcome of the colored residents of the city in an able address. The business sessions are being held in the colored Odd Fellows hall while the public meetings will be held at Mount Zion Baptist church and the public is cordially invited.

Stearns' Electric Rat and Roach Paste
The Guaranteed Exterminator
Ready for use. Better than traps.
Directions in 15 languages in package.
Two sizes: 25c and $1.00.
Sold by retailers everywhere.

REGULAR
Dinners and Suppers
WE SERVE
REGULAR DINNERS DAILY
11:00 A. M. TO 3:00 P. M.
SUPPERS: DAILY ANY TIME AFTER 5:00 P. M.
—Best Service in the City—
Give Us a Trial.
DINNER, 25c. SUPPER 25c.
OLYMPIA CAFE
307 NORTH FRONT STREET.

This Bicycle is Sold by the QUEEN CITY CYCLE CO. Only, at 209 Market St., and is One of the Best Bicycles on the American Market Today. The Price on the Bicycle is the Same as the Price on Others, So Why Buy an Imitation, When You Can Get the Original for the Same Price? Sold for Cash or Installments.
'PHONE 862. REMEMBER THE PLACE.

THE QUALITY SHOP

SHRIER & SOLOMON

SAY! It's Human Nature to Want to Get the Most For Your Money, and It's Common Sense to Make Sure That You Get It, That's Why Our Store is so Popular With Particular People.

Genuine Eureka Cool Cloth Clothing is Popular With all Classes

Genuine Eureka Cool Cloth Coats and Pants - $10.00
Palm Beach Suits $7.50 - and - $8.50

Genuine Eureka Cool Cloth Garments combine all the style of an expensive tailored garment with that of a moderate priced wash fabric. And last, but not least, they are washable, retain their snap, style, and look good qualities indefinitely.
YOUR INSPECTION IS ALL WE ASK.

Palm Beach Suits $7.50 to $8.50 - Cool Cloth Coats and Pants $10.00

Hats and Caps

Our stock of hats and caps is at its best. The offering includes all the latest "kinks in summer lids." If you can't find what you want here in "head gear," at the price you wish to pay, it will not be our fault. We have assortment plus style, plus quality, plus value. What more could you possibly wish for? Panama, Plain Straw, Cool Cloth, Palm Beach, Duck, and Stetson Hats—$1.00 to $5.00. Caps from 50 cents up.

Shirts and Collars

The right kind of shirt and collar are the finishing touch to the correctly dressed man's wardrobe. He of discriminating taste will not be disappointed with our offering. We handle E. & W. Collars, Arrow Collars, and Manhattan Shirts.

Manhattan Shirts, $1.50 to $5.00.

Don't fail to inspect our stock of latest novelties in wash and silk neckwear. The patterns will appeal to your good judgment. Why not look 'em over?

Good Roads Convention Visitors Welcome

Underwear

In hot weather the right kind of undergarments spell "Comfort" and the poorly made, ill-fitting kind spell "Misery" with a "BIG M." If there is any doubt in your mind ask your neighbor who has that all-in, wilted look and wears other makes than B. V. D., Olus or Manso. We have a full line of coat cut undershirts, knee length drawers and close-crotch union suits.

Remember Please

Every purchase you make here places an obligation on us. Our relations with our patrons isn't one of mere barter and sale. We assume responsibility for your continued satisfaction. What you buy must measure up to the full degree of our representations. Such a store is entitled to your confidence—is entitled to your preference. Don't you think so?

SHRIER & SOLOMON | THE QUALITY SHOP | SHRIER & SOLOMON

SOUVENIR DANCE

AT

LUMINA

TONIGHT

Complimentary To North Carolina Pharmacists

THEATRICAL

Sessue Hayakawa, the noted Japanese actor, will be seen at the Grand today in the Jesse L. Lasky production of "Alien Souls," a thrilling photodrama written especially for him by Hector Turnbull, author of "The Cheat" in which play Hayakawa established himself as one of the most distinguished actors of the day. It is a Paramount attraction.

For the past two years, after having starred with a number of motion picture companies, Mr. Hayakawa has been under contract with the Lasky organization and has appeared in the productions "The Clue," "The Secret Sin" and "The Cheat." His popularity has become so great that in response to public demands he will be starred at the head of a company of his own.

Hayakawa is a nephew of the famous Japanese actor, Otto Kawakami, and came to this country to study the English drama and was the first Niponese to ever play Shakespearian classics in his native tongue in the leading theatres of Japan.

In "Alien Souls" Hayakawa is seen as a wealthy dealer in Japanese qurios and is deeply in love with a young Japanese girl to whom he was betrothed when a child of three and for whom he is supplying an education at a leading American school for girls.

How this beautiful young Japanese girl falls into the clutches of a money-mad young American—how she is finally brought to realize that the East and the West can never meet, is graphically shown in a number of thrilling and unusual scenes.

Hayakawa is supported by Tsuru Aoki, beautiful and clever niece of the famous Japanese Bernhardt, Madam Yacco, and surrounded by a cast of unusual excellence including such prominent artists as Grace Benham, Earle Foxe, Florence Smithe, Robert Grey, Isabelle Halone and others.

"Battle Cry of Peace"

The object of "The Battle Cry of Peace" is to arouse in the heart of every American citizen a sense of his strict accountability to his government in time of need, a lesson which was never more aptly illustrated than right during this present week, when the country is momentarily expected to need the aid of every able-bodied man within its border. The picture is destined to bring to the notice of the greatest number of people in the shortest possible time the fact that there is a way to insure that peace for which we all so earnestly pray. But as a nation, as the play shows, we must not only be champions of peace and of the laws of humanity, but we must have the power to enforce these laws—the power to insure that peace.

"The Battle Cry of Peace" is undoubtedly America's greatest photoplay spectacle to date. In it you see the most beautiful sky-line in the world in flames; the metropolis of the western hemisphere devastated; the fall of New York; the enemy approaching; the defeat of the meagre American forces; the landing of the invaders; our forts destroyed; our fleet beaten in battle.

But, with it all you see a heart interest drama so vivid, so real, so touching, that it makes a lump rise in your throat and makes your heart pulsate faster. As a spectacle, it is unrivaled; as a heart-touching, human drama, it has never been approached; as an implement for creating and rekindling that flame of patriotism smoldering in every breast, it stands as the greatest and most potent force of the age.

"Two Mothers" at Bijou.

From that great Saturday Evening Post story, "Two Mothers," from the pen of I. A. R. Wylie, the Universal has made one of the most touching and thrilling two-reel dramas of the year. Hundreds of Wilmington people no doubt read the story in The Post and many other hundreds will want to see it in movies, an unusual tale of maternal love. Two rival opera singers are striving for the same place with a big theatrical production. One is the stepmother of the other's young son, and the action develops a story of sacrifice prompted by mother's love that will hold any audience in the world spellbound for a solid half hour.

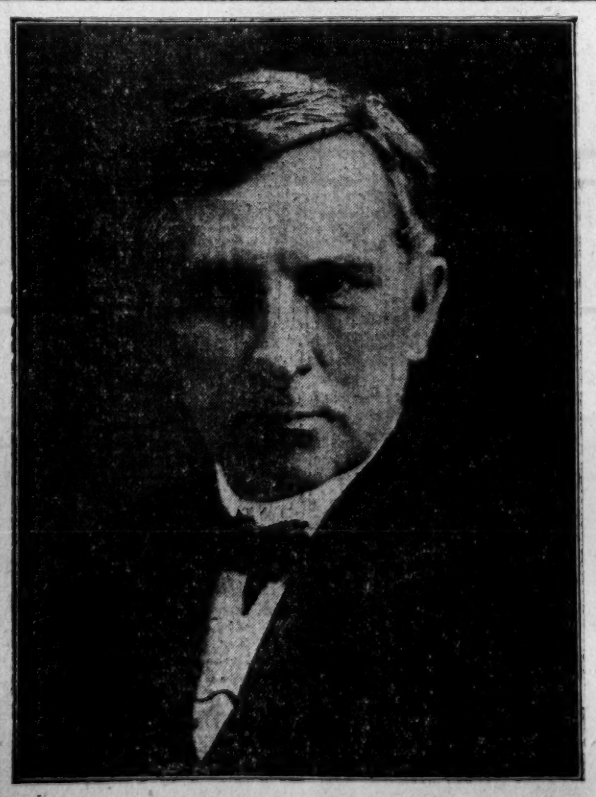
Starring in this dramatic gem is beautiful Dorothy Davenport, the wife of Wallace Reid, and co-starring with this beautiful and accomplished leading lady is Virginia Southern, Alfred Allen, Gordon Griffith and Emory Johnson. It is on today's bill at the Bijou.

The greatest Nestor comedy of the year is "Goodnight Nurse," in which Neal Burns breaks right into a hospital after a pretty nurse, said nurse being pretty Billie Rhodes. The awful time he has getting out, after he gets in, furnishes the fun.

"The Attic Princess" is a dramatic novelty starring that accomplished dramatic star, Thomas Jefferson, with talented little Zoe Bech also in the cast.

SESSUE HAYAKAWA A ND TSURU AOKI,
In Paramount's Marvelous Production "Alien Souls" at the Grand Today

"NORTH CAROLINA'S GOOD ROADS GOVERNOR."



GOVERNOR LOCKE CRAIG.

MR. GODWIN LEAVES HIS CAMPAIGN TO HIS FRIENDS

Is Back on the Job in Washington for Indefinite Period.

(Special Star Telegram.)

Washington, D. C., June 20.—Representative Godwin returned to Washington today from his district and expressed the opinion that he would win over his opponent in the primary which has been called for July 1. Mr. Godwin gave out the following statement tonight:

"I am back at my post and expect to remain here indefinitely to render what assistance I can to my party and the administration during the serious war situation. I spent 30 days in the Sixth district and made a thorough canvass of every county, giving an account of my stewardship before the people, and I would have returned to Washington about the 5th of June but the National conventions were being held and Congress was idle.

"Work has again started up here and I shall remain where my duties require me. I shall entrust my campaign in the second primary to be held July 1 to my friends. My record of service is open and any one who may doubt my loyalty to my people and the best interests of the Sixth district can ascertain the true facts by making inquiry of any official of the House. I have voted on all public measures. I never dodged a vote in my life on anything. I was not present when the vote was taken on the shipping bill but I had a live pair with Gardner of Massachusetts. I would have voted for the bill and he against it."

P. R. A.

ROADS BUILT WITH SAND.

Mixed With Clay, It Makes Fine Highways in Florida.

(From Popular Mechanics.)

The man who built his house upon the sand would rub his eyes if he saw some of the country roads in Florida. The composition of the roads is almost entirely of sand, for with all her varied natural resources stone and gravel are not found in many places in Florida. Freight rates are very high, which makes the shipment of ordinary road-building rock material from the North prohibitive. Various attempts have been made to mix oil and other materials with sand, which is obtainable all through the state. None of these efforts has been entirely satisfactory.

About two years ago an experienced Northern road engineer began experimenting with asphalt and sand, and has worked out a method which produces a most pleasing result and which, if it stands the test of time, as seems highly probable, will work a revolution in road building in the state. The six inches of foundation is laid with clay, where obtainable, or made of shell, which is well rolled. The sand and asphalt are then put on hot, after mixing in a rotary heater. This has been done before, however, without success.

The discovery consists in the fact that very few natural sands, as found, will bind permanently. To provide sand which will bind is has been found that there must be a definite proportion of coarse, medium and fine sands, and these proportions are a trade secret.

When a natural sand supply is decided on, repeated tests are made to determine its exact proportion of coarse and fine grains, and any variance from exact requirements of coarse and fine grains is remedied by addition of the lacking size, which is secured by screening. Thees screenings are then added to and mixed with the mass in a mixing machine. After spreading, the asphalt surface is rolled wit ha steam roller. The working out is quite extensive, one machine weighing 21 tons. In a comparatively short time after completion this heavy machine travels over the asphalt-sand road without injury to the road and constitutes as severe a test as the road is likely ever to sustain, as there is little of the heavy trucking common in the North. How long roads built in this manner will last remains to be demonstrated. The builder believes 15 years a conservative estimate.

TEST OF WAR SPIRIT

Are You Willing to Serve as a Private?

(Emporia, Kan., Gazette).

Should the United States be compelled to raise a volunteer army, there will be plenty of men who will volunteer, provided they can go as colonels. Lieutenant-colonels may be found without difficulty, and there will be many receptive, if not active, candidates for jobs as majors, captains and lieutenants. A few humble citizens will go as sergeants, company clerks and as corporals. The great task will be to find a few bright young men to take the privates' jobs. To be a private requires that a man must take orders, including plenty of fool ones; must do night guard duty while the officers sleep; must fight with the flies for a tinplate full of "slum" and a can of black coffee, while the officers eat regular food in a screened field dining room, and must flunky more or less for officers, many of whom were his social and business inferiors at home.

A volunteer army, in the nature of things, is more or less democratic, and conditions only after a protracted war can be made similar to those of the regular army. There will be plenty of volunteer officers' jobs, for an officer may resign when he gets tired of it, but the response to the call for plain, everyday privates will be the real test of the war spirit.

STARVING THE SOUTH.

Memories of Methods to Beat the Confederacy Recalled.

(Charles E. Chidsey, of Pascagoula, Miss., in Manufacturers' Record.)

Grant starved Vicksburg into surrendering. I some years ago saw a bill of fare of the banquet given by the officers of the Confederate Army a few days before the surrender. There was mule tail soup a la mode, sirloin of mule a la roast beef, mule tongue, and the dessert was mulehead jelly served up in some fantastic style. There was not a piece of bread or a vegetable of any kind on the menu. Several choice wines, gathered from cisterns, wells and ditches, of the city and intrenchments, graced the banquet board. The "Reb" that showed me the menu thought it was a huge joke, and had no harsh criticism to make of Grant for starving them. And he used to tell how, during the siege, the "Rebs" would swap "bacca" with the "Yanks" for coffee.

General Porter, in his book "Campaigning With Grant," tells us how at Appomattox General Grant wrote out the terms of surrender, and then, noticing that General Lee had a new uniform and a new sword, interlined the terms by adding the words, "all officers shall be allowed to retain their side arms," and when General Lee read the terms of surrender and came to that passage he looked toward General Grant and bowed his acknowledgment of the victor's courtesy. The document was then signed, and when this had been done General Lee said:

"General Grant, my men nave not had anything to eat for three days." General Grant turned to his aid-de-camp and said: "Let 30,000 rations be issued immediately for General Lee's army."

This closed the historic scene. The words of Lee and Grant's order now show that the Confederacy had been starved into submission, and you will not hear a "Reb", it matters not how hot-headed a "Reb" he may be, that will criticize General Grant's campaign of starvation. They consider it one of the legitimate means of subduing your foe, and that is all there is to it.

WELCOME!

Good Roads Advocates

Among the many welcomes you will receive to our city, none will be more hearty than we wish ours to be.

We wish to announce to you that we have made preparations far in advance for your amusement while in our city, and at all our theatres you will receive special attention and courtesy.

And we wish to remind you that for the next three days all good roads will lead to our Royal Theatre, where we will present

"THE BATTE CRY OF PEACE" "A Call to Arms Against War"

Earth's Mightiest Photoplay Spectacle

We had you in mind when we booked this massive wonderplay for June 21st, 22nd and 23rd, and feel sure that there are hundreds among you who will avail yourselves of this opportunity of witnessing this massive nine reel "Peace Through Preparedness" spectacle, inspired in the mind of Commodore J. Stuart Blackton from Hudson Maxim's book "Defenseless America."

ROYAL Theatre — GRAND Theatre — BIJOU Theatre

THE BATTLE CRY OF PEACE

"A Call to Arms Against War"

EARTH'S MIGHTIEST PHOTOPLAY SPECTACLE!

You see the most beautiful sky line in the world in flames.
The metropolis of the western hemisphere devastated.
The fall of New York.
The enemy approaching.
The defeat of the meager American forces.
The landing of the invaders.
Our forts destroyed.
Our fleet beaten in battle.

BUT——

With it all is a heart-interest drama so vivid, so real, so touching that it makes a lump rise in your throat, and makes your heart pulsate faster.

NINE REELS OF SPECTACULAR, SOUL-STIRRING THRILLS!

ROYAL 3 DAYS BEGINNING TODAY

Adults 25c - - - Children 15c

Shows Start: 11:00, 1:15; 3:30; 5:45; 8:00 and 10:00.

Souvenir Dance Tonight
at Lumina complimentary to North Carolina Pharmacists. (advertisement)

2 YOUNG LADIES

Who would like to team together and both win a magnificent fifteen-day, three thousand mile vacation trip in the

ROYAL - GRAND - BIJOU

NEW YORK-CANADIAN

TOUR CONTEST

May get particulars of a "Sure Winner" plan by calling at the office, Royal Theatre Building, Today.

DON'T DELAY

First two calling will be given particulars of this novel plan, whereby success is certain.

BIJOU

DOROTHY DAVENPORT

The Beautiful Wife of Wallace Reid, in

"TWO MOTHERS"

From the Great Story Published in the Saturday Evening Post.

"Good Night Nurse"

The Funniest Nestor of the Year.

"THE ATTIC PRINCESS"

Thomas Jefferson and Zoe Bech in a Dramatic Novelty.

Grand TODAY

Adults 10c — Children 5c

Jesse L. Lasky Presents

JAPAN'S GREATEST HISTRIONIC ACTOR,

SESSUE HAYAKAWA

The Man That Fannie Ward Cheated in "The Cheat,"

—in—

"ALIEN SOULS"

A Photodrama giving an intimate glimpse into the lives of Japanese who live and love as Americans, but who only prove that "East is East and West is West, and Ne'er the Twain Shall Meet."

A Suggestion!

Order often by Express. Your stock is kept fresh and very little capital is tied up.

Expedition and Prompt Service

SOUTHERN EXPRESS COMPANY

"Serve the Public"

Low Rates — Prompt Service

Free Insurance — Free Delivery

FINANCIAL AND COMMERCIAL

BIG ADVANCE IN COTTON

October Goes Up to 13.18, About Two Dollars Per Bale Above Last Week's Low Level—Spot 13.05.

New York, June 20.—There was a very sharp advance in the cotton market here today, October selling up to 13.18 or about $2 per bale above the low levetl of last week, and closing at 13.17. The general list closed firm at a net advance of 22 to 27 points.

The market opened firm at an advance of 13 to 16 points in response to the strong showing of Liverpool, bullish Southern spot advices and the unfavorable view of recent new crop progress. Active months sold 19 to 22 points above last night's close before the end of the morning, but tapered somewhat after the close abroad and there was enough realizing to cause reactions of five or six points during the middle of the day but prices firmed up again on renewed covering and bull support.

The high point was reached in the late trading when July sold at 12.99, December at 13.35 and January at 13.42, or 23 to 28 points above the final figures of yesterday. The close was within a point or two of the best. Houses with Liverpool connections were credited with buying fully 25,000 bales here during the first half hour, and were moderate buyers again on the afternoon advance. There were also reports of an improved demand from foreign buyers in some of the Southern spot markets.

	Open.	High.	Low.	Close.
July	12.85	12.99	12.85	12.98
October	13.05	13.18	13.05	13.17
December	13.20	13.34	13.20	13.34
January	13.30	13.41	13.22	13.41
March	13.43	13.58	13.43	13.57

Spot cotton steady; middling uplands 13.05; sales 100 bales.

PORT MOVEMENT.

New Orleans—Middling 12.81; receipts 6,423; exports 9,077; sales 2,350; stock 207,959.

Galveston—Middling 13.40; receipts 4,243; exports 7,650; sales 2,715; stock 162,167.

Mobile—Middling 12.63; receipts 1; sales 25; stock 25,896.

Savannah—Middling 12.75; receipts 2,216; sales 2,235; stock 110,122.

Charleston—Middling 12.50; receipts 108; stock 40,531.

Wilmington—Middling 12.50; receipts 259; stock 60,057.

Texas City—Receipts 267.

Norfolk—Middling 12.88; receipts 562; exports 126; sales 667; stock 56,875.

Baltimore—Stock 6,801.

Boston—Middling 12.80; receipts 640; exports 300; stock 9,700.

Philadelphia—Middling 13.30; stock 637.

New York—Middling 13.05; exports 1,573; sales 100; stock 183,607.

Minor Ports—Stock 21,708.

Total today—Receipts 14,719; exports 18,726; stock 886,060.

Total for week—Receipts 35,172; exports 55,653.

Total for season—Receipts 7,260,179; exports 5,296,718.

Interior Movement.

Houston—Middling 13.45; receipts 2,400; shipments 2,115; sales 1,041; stock 51,778.

Memphis—Middling 13.00; receipts 105; shipments 2,699; sales 2,250; stock 89,482.

Augusta—Middling 12.68; receipts 508; shipments 1,307; sales 227; stock 78,734.

St. Louis—Middling 12 7-8; receipts 3,497; shipments 2,497; stock 12,779.

Cincinnati—Receipts 912; shipments 469; stock 13,316.

Little Rock—Middling 12.88; receipts 119; shipments 319; sales 319; stock 12,734.

Dallas—Middling 12.85.

Montgomery—Middling 12.50; sales 491.

Total today—Receipts 7,441; shipments 9,406; stock 258,823.

LIVERPOOL COTTON MARKET.

Liverpool, June 20. — Cotton, spot, steady; good middling, 8.32; middling, 8.16; low middling, 7.98. Sales, 6,000, including 1,500 for speculation and export. Receipts, 5,000. Futures, very steady. June, 8.01½; June-July, 7.97; July-August, 7.93½; August-September, 7.88½; September-October, 7.88½; October-November, 7.78½; November-December, 7.72½; December-January, 7.70½; January-February, 7.68½; February-March, 7.67½; March-April, 7.67; April-May, 7.66; May-June, 7.64½; June-July, 7.62½.

COTTON SEED OIL MARKET.

New York, June 20. — Following a sharp opening advance, cotton seed oil had a partial setback today under selling by scattered longs, but later influenced by the strength in other markets incident to the Mexican situation renewed its strength, and at the close was quite firm, at 6 to 10 points net advance. Sales, 23,800 barrels. Closed strong. Spot, 11.00@11.30; June, 10.98@11.20; July, 10.92@10.95; August, 10.89@10.90; September, 10.88@10.90; October, 9.89@9.90; November, 8.99@9.01; December, 8.87@8.90; January, 8.86@8.89. Total sales, 23,200.

NEW ORLEANS COTTON

Heavy Short Covering and Bullish Sentiment Send Prices Up.

New Orleans, La., June 20.—Heavy short covering, buying by foreign interests and spot houses, bullish feeling regarding the probable influence on consumption of threatened hostilities with Mexico and late in the session rumors that the de facto government of Mexico had been overthrown all conspired to make an active cotton market today. Prices bulged on the opening and the gain was gradually widened until, late in the day, the most active months were 23 to 27 points up. The close was very steady at a net gain of 21 to 27 points.

Early trading was affected favorably by better cables than due, the forecast of showers in the eastern belt and bullish views regarding the Mexican situation. Shorts were nervous from the start and covered heavily.

Weather news was more favorable than otherwise but caused little fresh selling.

Closing bid: July 12.81; October 13.99; December 13.14; January 13.25; March 13.43.

Spot cotton firm, 12 points up. Sales on the spot 1,595; to arrive 755; middling 12.61.

WHEAT PRICES ARE HIGHER

Forced Up Because of Unwelcome Wet Weather, Both in Southwest and Northwest—Closed Strong.

Chicago, June 20. — Unwelcome wet weather, both in the southwest and the northwest tended today to force up the price of wheat. Largely in consequence the market finished strong, ⅞ to 1⅛ net higher, with July at 1.03⅝ and September at 1.05⅞.

Corn gained 1⅝@1⅛ to 1⅝@1⅞, and oats, ⅝ to ⅝@⅞.

In provisions, the outcome varied from 5 cents decline to a rise of 20 cents.

Closed:

Wheat — July, 1.03⅝; September, 1.05⅞.

Corn—July, 73⅝; September, 73⅝.

Oats—July, 39⅝; September, 39⅜.

Pork—July, 23.82; September, 23.50.

Lard—July, 13.02; September, 13.17.

Ribs—July, 13.55; September, 13.67.

Cash grain:

Wheat—No. 2, red, 1.02⅝@⅞; No. 3, red, 99@1.01; No. 2, hard, 1.02⅛; No. 3, hard, 99@1.01½.

Corn—No. 2, yellow, 75¼@76; No. 4, yellow, 74@74¼.

MARINE.

MARINE DIRECTORY.

List of Vessels in Port at Wilmington, North Carolina.

Steamers.

Str. City of Memphis, 3,081 tons, Borun, Alexander Sprunt & Son.

Str. Nicaria (Ger.) 3,288 tons, Holtasch, Heide & Co.

Str. Kiel (Ger.), 2,872 tons, Lemke, Heide & Co.

WILMINGTON MARKETS.

(Quoted Daily by the Wilmington Chamber of Commerce.)

STAR OFFICE, June 20.

SPIRITS TURPENTINE—33¼c.

ROSIN — $4.60; $4.50.

TAR—$2.10-10½c.

CRUDE TURPENTINE—$3.50, $3.50, $2.50.

Quotations same day last year—Spirits turpentine, 41c.; rosin, $2.75; tar, $1.60-7½c.; crude turpentine, $2.50, $2.50, $1.50.

RECEIPTS.

Spirits Turpentine 15

Rosin 61

Tar 20

Crude Turpentine .. .. (—)

Receipts — Same day last year: Spirits turpentine, 1 cask; rosin, 4 barrels; tar, 54 barrels; crude turpentine, 6 barrels.

COTTON MARKET.

Market—12½c.; quotations same day last year, nominal.

Receipts—259 bales; same day last year, 12 bales.

Total receipts since August 1st, to date, 200,342 bales.

Total receipts to same date last year, 273,778 bales.

BY RIVER AND RAIL.

Receipts of Cotton and Naval Stores at This Port Yesterday.

Wilmington, June 20.

Atlantic Coast Line—217 bales cotton; 2 casks spirits turpentine; 4 barrels rosin.

Seaboard Air Line—42 bales cotton.

Addie May—13 casks spirits turpentine; 57 barrels rosin; 20 barrels tar.

Total — 259 bales cotton; 15 casks spirits turpentine; 61 barrels rosin; 20 barrels tar.

PRODUCE MARKETS.

(Quoted by W. J. Meredith, June 20.)

SWEET POTATOES—Yams, 50c per bushel.

IRISH POTATOES—$1.00.

CORN—$1.90 to $1.95 per sack.

BEEF—Native dressed, 9c. to 11c.; good demand.

PORK—Small, 8@10c. per pound.

WOOL—Burry, 17c.; first class, 28c.

HIDES—Green salt, 13c. to 14c.; dry, flint, 17@20c per lb.; good demand.

NORTH CAROLINA BACON — Old hams, 18c.; sides and shoulders, 14c. to 15c. per pound, good demand.

BEESWAX—Firm, 28c per pound; good demand.

POULTRY—Chickens, grown, 50c. to 55c.; spring, 20c. to 30c. head. Geese, 55c to 60c per head. Ducks, 35c to 50c owing to quality. Turkeys, 18c per lb., alive.; 20c to 22c dressed.

EGGS—18c. and 19c. dozen.

WILMINGTON PEANUT MARKET.

(Quoted by J. S. Funchess & Co.)

Wilmington, June 20.—North Carolina Peanuts—Market, steady. Fancy hand picked, 70c; No. 1 machine picked, 65c per bushel.

Virginia Peanuts—Market, steady. Jumbos, 60c; fancy hand picked, 55c; No. 1, machine picked, 50c per bushel.

Spanish Peanuts—Market steady; No. 1, small, machine picked, 50c; Jumbos, 75c per bushel.

PETERSBURG PEANUT MARKET.

(Reported by Rodgers, Plummer & Co., Inc.)

Petersburg, Va., June 20.—Spanish—Farmers' stock—Market firm. Cleaners offering, $1.05; holders asking, $1.10 per bushel.

Virginias—Farmers' stock—Market, firm. Jumbo, 4c per lb.; Fancy hand picked, 3¾c. per lb.; Extra Prime, 3½c. per lb.; Prime, 3¼c. per lb.; Shelling stock, 2½c. to 3c. per lb.

NEW YORK PROVISIONS

New York, June 20.—Raw sugar quiet but firm; Centrifugal 6.39; molasses 5.62; refined quiet. Butter easier Cheese barely steady. Spot coffee quiet Rio 7's 9 1-4, Santos 4's 10 3-8.

CHICAGO LIVE STOCK.

Chicago, June 20. — Hogs—Strong. Bulk, 9.60@9.80; light, 9.20@9.80; mixed, 9.40@9.90; heavy, 9.25@9.90; rough, 9.25@9.40; pigs, 7.50@9.00.

Cattle—Steady. Native beef cattle, 7.70@11.40; stockers and feeders, 5.90@8.70; cows and heifers, 3.90@9.40; calves, 8.50@11.75.

Sheep—Firm. Wethers, 7.00@8.00; ewes, 4.60@7.40; lambs, 7.50@10.25; springs, 8.25@11.75.

"The Battle Cry of Peace"

Earth's mightiest photoplay and spectacle. Royal today, 15 cents and 25 cents. (advertisement.)

STOCKS ARE MORE NORMAL

Make General Although Not Complete Recovery From Preceding Heaviness—Dealings Broad.

New York, June 20.—Stocks made general though not complete recovery today from their heaviness of the preceding session. Less concern was shown regarding affairs in Mexico and prices were actually at their best immediately after publication of the State Department's note to the Mexican Government.

Dealings were broad, but small, and included liberal mixture of short covering. Reading was the active feature most of the time, with Mexican Petroleum, Rock Island, Crucible Steel and Mercantile Marine preferred following more or less as named.

Mexicans as a group regained 2 to 3 points, Reading almost two points, the prominent motors were 2 to 7 points higher.

With the exception of United Fruit the advances were largely effaced by realizing in the final hour. War shares were variably higher for a time, particularly the equipments, but these too proved susceptible to realizing, with coppers and zinc shares.

American Tobacco, Sears Roebuck, Kayser and Woolworth responded to light buying based on favorable trade reports. Total sales 445,000 shares.

Bonds were under pressure. Total sales, par value, $2,980,000. United States 4s decline 3-4 on call, with Panama issues unchanged.

NEW YORK STOCK LIST.

Allis-Chalmers	25½
American Beet Sugar	89½
American Can	55
American Car and Foundry	58¼
American Cotton Oil	54½
American Locomotive	70
American Smelting	94¼
American Sugar	111¾
Amer Tel and Tel	130
Amer. Tobacco	205⅞
American Zinc	49
Anaconda Copper	83
Atchison	104¾
Atlantic Coast Line	113
Baldwin Locomotive	86
Baltimore and Ohio	89½
Bethlehem Steel	443
Canadian Pacific	176⅞
Central Leather	54⅛
Chesapeake and Ohio	62⅝
Chicago, Mil. and St. Paul	97¾
Chicago, R. I. and Pac. Ry	21½
Consolidated Gas	135⅝
Corn Products	19½
Crucible Steel	80¾
Erie	36⅝
General Electric	168
Great Northern, pfd	120½
Great Northern Ore Ctfs	36⅞
Goodrich	76¼
Illinois Central	103⅝
Int. Mer. Marine, pfd., ctfs	94½
Kansas City Southern	24
Lehigh Valley	80⅝
Louisville and Nashville	133
Lorillard Co	216
Maxwell Motors	84⅝
Missouri, Kansas and Texas, pfd	12⅛
Missouri Pacific	6½
Mexican Petroleum	98
National Lead	66
New York Central	104⅝
N. Y., N. H. and Hartford	61⅜
Norfolk and Western	132¼
Northern Pacific	113½
Pennsylvania	57¾
Reading	102
Rep. Iron and Steel	46
Seaboard Air Line	15½
Seaboard Air Line, pfd	38½
Sloss-Sheff. Steel and Iron	51
Studebaker Corporation	138
Southern Pacific	97⅞
Southern Railway	23
Southern Railway, pfd	69¼
Tennessee Copper	45⅝
Texas Co	184
Texas and Pacific	12⅝
Union Pacific	136¼
United Fruit	166½
United States Rubber	53⅞
United States Steel	84⅛
United States Steel, pfd	117½
Utah Copper	78
Virginia-Caro. Chem	42
Va. Iron, Coal and Coke	48
Wabash, Pfd., "B" ctfs	27¼
Western Union ex. div	92½
Westinghouse Electric	59¾

THE FINANCIAL MARKET.

New York, June 20. — Mercantile paper, 3½@3¾; sterling sixty day bills, 4.72½; demand, 4.75 11-16; cables, 4.76 7-16; bar silver, 64½. Mexican dollars, 49¼. Government bonds, weak. Railroad bonds, easy. Time loans, firm; 60 and 90 days, 3½@4; six months, 3¾@4; call money, steady; ruling rate, 3.

NEW YORK LIVE STOCK

New York, June 20—Beeves, no trading; calves steady; veals 10.00 to 13.25; culls 8.00 to 9.50.

Sheep and Lambs—Steady; sheep 5.00 to 7.00; culls 3.50 to 4.00; yearlings 8.00 to 10.00.

Hogs—Steady, 9.50 to 10.10; roughs 8.50 to 8.65.

DRY GOODS MARKET

New York, June 20.—The cotton goods were quiet today with a slightly firmer tone in some gray cloths for spot delivery. Duck ruled firm. Men's wear for fal was firm but quiet.

DUNN COMPANY READY

President's Call Followed by Rush of Applicants for Enlistment.

(Special Star Correspondence.)

Dunn, N. C., June 20.—The members of Company M, Second Infantry of the North Carolina National Guard, are having a busy time at the armory making preparation to answer the President's call for mobilization. This company has an enrollment of about 65 men, but there has been a rush of new applicants for enlistment. The officers report that they will be ready to move by noon today and will have a full complement of men. The men are in good shape and have been training for several weeks.

London, June 20.—The Italian steamer Poviga was sunk last Saturday according to Lloyds. The Poviga was a vessel of 3,368 tons. She was last reported as having sailed May 29 from Norfolk for Genoa.

"The Battle Cry of Peace."

Earth's mightiest photoplay and spectacle. Royal today, 15 cents and 25 cents. (advertisement.)

THE WEATHER.

United States Department of Agriculture—Weather Bureau.

June 21, 1916.

Meteorological data for the day ending at 8 P. M.:

Temperature at 8 A. M. 76 degrees; at 8 P. M. 78 degrees; maximum 76 degrees; minimum 73 degrees; mean 80 degrees.

Rainfall for the day, .60 inch; rainfall for the month, to date, 2.18 inches.

Stage of water in Cape Fear river at Fayetteville, at 8 A. M. yesterday, 15.2 feet.

THE WEATHER.

For North Carolina: Local thunder showers Wednesday and Thursday.

The Port Calendar, June 21, 1916.

Sun rises ..... 5:00 A. M

Sun sets ..... 7:26 P. M.

Day's length ..... 14 hrs. 26 min.

THE TIDES.

	High water. A.M.	P.M.	Low water. A.M.	P.M.
Wilmington	2:13	2:44	9:28	9:54
Southport	6:31	6:50	12:33	11:53
Masonboro Inl.	6:20	6:39	12:13	11:33

WEATHER BUREAU REPORTS

June 20, 1916.

STATIONS:	Temperature: Weather at 8 P. M.	Highest today.	Lowest Last night.	Precipitation at 8 P.M.
Abilene	pt cldy	102	74	.0
Asheville	cldy	80	58	.20
Atlanta	pt cldy	84	70	.04
Augusta	cldy	92	70	.0
Baltimore	cldy	80	—	.0
Birmingh.	cldy	90	70	.02
Boston	clear	70	60	.22
Charleston	cldy	88	74	.0
Charlotte	cldy	90	68	.46
Chicago	rain	64	54	.01
Galveston	clear	86	80	.0
Jacksonv.	cldy	88	74	.14
Memphis	clear	90	68	.74
Mobile	cldy	86	76	.0
Montgom'y	cldy	88	72	.0
New Orl	pt cldy	90	74	.26
New York	clear	76	58	.24
Oklahoma	clear	88	72	.0
Palestine	clear	90	72	.0
Pittsburg	clear	70	50	.0
Raleigh	cldy	90	68	.0
Savannah	cldy	92	72	.0
Shreveport	clear	92	72	.0
St. Louis	clear	82	64	.0
Washing'n	pt cldy	82	62	.0

SUPERIOR TO COPAIBA & INJECTIONS

SANTAL CAPSULES MIDY

RELIEVES IN 24 HOURS

SEABOARD AIR LINE RAILWAY

The Progressive Railway of the South.

Bulletin of Round-Trip Fares in Effect from Wilmington.

ROCK HILL, S. C. $8.90
On sale June 28, 29 and 30; limited returning midnight July 31st.

BALTIMORE, Md. $14.80
On sale July 5, 6, 7, 8 and 9th; limited returning midnight July 19th.

CHAPEL HILL STATION, N. C. .. $7.30
On sale June 12 to 17th, and July 3, 10th; limited returning midnight August 1st.

ASHEVILLE, N. C $14.05

BLACK MOUNTAIN, N. C. $14.05

HENDERSONVILLE, N. C. $14.05

HICKORY, N. C. $10.85

EDGEMONT, N. C. $12.85

PINEOLA, N. C. $19.30

LENOIR, N. C. $11.85
Tickets on sale Daily until October 15th, limited returning Midnight October 31st

LAKE JUNALUSKA, N. C. $12.55

WAYNESVILLE, N. C. $12.55
On sale July 9 to 11; July 21 to 24, inclusive; July 28 to August 1, inclusive; August 6 to 9, inclusive; limited returning midnight, July 26, August 17 and 28th.

LOUISVILLE, KY $33.00
On sale July 31, 23, 24 and 25; limited returning midnight, August 1st.

ATLANTA, GA $13.05
On sale July 11, 12; limited returning midnight, July 19th.

MONTEAGLE, TENN $20.70

SEWANEE, TENN $20.70
On sale July 1; limited returning midnight, July 30th.

NASHVILLE, TENN $20.30
On sale July 31, Aug. 1; limited returning midnight, August 9th.

BLACK MOUNTAIN, N. C. $9.90

RIDGE CREST, N. C. $9.90
On sale June 26, 27, 29 and 30th; July 6, 7, 13, 14, 20, 21 and 28; August 1, 4, 14, 15 and 22nd; limited returning midnight 17 days after date of sale.

NASHVILLE, TENN $20.25
On sale June 19, 24; July 20, 22 and 24th; limited returning 15 days from date of sale.

ASHLAND, VA $10.15

CHARLOTTESVILLE, VA. $10.35
On sale June 18 to 26th; limited returning 15 days from date of sale; tickets can be extended payment $1.00.

CINCINNATI, OHIO $20.50
On sale July 14, 15 and 16th; limited returning Midnight July 25th.

KNOXVILLE, TENN $15.70
On sale June 18, 19, 20, 24, 25 and July 1, 2, 8 and 15th; limited returning midnight 15 days following date of sale.

SAN FRANCISCO, CAL $92.70
On sale June 8 to 15; July 22 to 29; limit two months.

PORTLAND, ORE $94.05
On sale June 8 to 15; July 22 to 29, inclusive; limit, two months.

SAVANNAH, GA $10.90
On sale August 12, 13 and 14; limited returning midnight, August 31st.

BUFFALO, N. Y. $30.05
On sale July 8, 9 and 10; limited returning midnight July 23rd.

PHILADELPHIA, PA. $23.30
On sale June 22, 23 and 24; limited returning midnight July 5th.

LYTLE, GA. $18.60
(Near Chattanooga), and return, account National Military Training Camp at Fort Oglethorpe. Tickets on sale during April, May, June, July and August. See ticket agent for limits and other information.

For further information call Phone 178, City Ticket Office, Orton Hotel Building.

H. E. PLEASANTS,
T. P. A., Wilmington, N. C.

JOHN T. WEST,
D. P. A., Raleigh, N. C.

mh23-tf

BRAY BROTHERS
STOCKS & BONDS
GREENSBORO, N. C.

WE OFFER

25 to 50 shares Cherryville Mfg. Co., Cherryville, N. C. This is a good cotton mill stock and getting better every day.

20 shares Southern Underwriters Insurance Co., of Greensboro, N. C.

Prices and Information On Application. Write Us a Line

WE BUY WHOLE ISSUES OF BONDS. WRITE US WHAT YOU HAVE FOR SALE.

Excursion Fares

FROM WILMINGTON

OPEN TO THE PUBLIC.

WASHINGTON $16.00

BALTIMORE $18.00

PHILADELPHIA $22.80

NEW YORK $26.00

BOSTON (Via Norfolk). $30.50

ASHEVILLE, N. C. $14.05

WAYNESVILLE, N. C. $15.35

LAKE TOXAWAY, N. C. $15.75

BREVARD, N. C. $14.95

HENDERSONVILLE, N. C. $14.05

SALUDA, N. C. $13.50

TRYON, N. C. $13.20

Tickets on sale every day until Sept. 30, good to stop over; limited returning until Oct. 31.

$22.30—Philadelphia, Pa.,

Account Associated Advertising Clubs of the World. Tickets on sale June 22, 23 and 24, limited returning until June 5.

$10.15—Ashland, Va., and $10.35—Charlottesville, Va.,

Account Summer School, University of Virginia. Tickets on sale June 18 to 26, inclusive; limited returning 15 days after date of sale, except that tickets sold to Ashland may be extended to September 30 by depositing same and paying $1.00.

$22.35—New York City.

Account National Education Association. Tickets will be sold June 29, 30 and July 1, limited returning until July 12.

$20.70—Monteagle and Sewanee, Tenn.

Account Opening Week University of the South. Tickets on sale July 1, limited returning until July 30.

FOURTH of JULY EXCURSION FARES

('Phone 160 for Particulars.)

Tickets on sale July 2, 3 and 4, limited returning until July 8.

$7.30—Chapel Hill, N. C.,

Account Summer School University of N. C. College. Tickets on sale July 3 and 10; limited returning August 1.

$18.60—Chattanooga, Tenn., and Lytle, Ga.,

Account National Military Training sale and limited returning as follows: July 2, limited August 10; July 3, limited August 11; July 4, limited August 12; July 5, limited August 13; July 9, limited August 13; July 10, limited August 13; July 11, limited August 13.

$14.80—Baltimore, Md.,

Account Grand Lodge Elks (B. P. O. E.). Tickets on sale July 5, 6, 7, 8 and 9; limited returning July 19.

$30.05—Buffalo, N. Y.,

Account Ancient Arabic Order, Nobles of the Mystic Shrine, Imperial Council. Tickets on sale July 8, 9 and 10, limited returning until July 23.

$13.95—Atlanta, Ga.

Account All South Christian Endeavor Convention. Tickets on Sale July 11 and 12, limited returning until July 19.

$20.50—Cincinnati, O.,

Account International Rotary Clubs' Convention. Tickets on sale July 14, 15 and 16; limited returning until July 25.

$20.25—Nashville, Tenn.,

Account Peabody College Summer School. Tickets on sale June 12, 14, 15, 16, 19 and 24; July 22 and 24; limited returning until 15 days after date of sale.

$92.70—San Francisco, Cal. $94.95—Portland, Oregon.

Tickets will be sold June 8 to 15 and July 22 to 29, inclusive, limited returning until two months after date of sale.

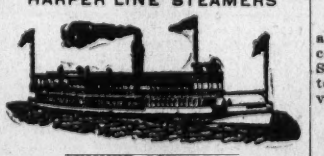
$10.90—Savannah, Ga.,

Account Grand Aerie, Fraternal Order of Eagles. Tickets on sale August 12, 13 and 14; limited returning until August 31.

Proportionate Fares from Other Points on the ATLANTIC COAST LINE, "The Standard Railroad of the South."

'Phone 160.

HARPER LINE STEAMERS



SUMMER SCHEDULE.
Effective June 4th, 1916.
DAILY

Leaves Wilmington for Carolina Beach and Southport, 9 A. M. and 2:30 P. M.

Leaves Southport, 11:45 A. M. and 4:45 P. M.

SUNDAY SCHEDULE:

Leaves Carolina Beach Pier 6 P. M.

Leaves Southport, 11:30 A. M. and 4:45 P. M.

Leaves Carolina Beach Pier 12:30 and 5:00 P. M.

Please ship freight on 9:00 o'clock boat.

J. B. FOX, Agent.

je1-2mo.

FOURTH OF JULY EXCURSION FARES.

The Atlantic Coast Line announces reduced excursion fares from all stations on its lines to nearly all destinations within a radius of approximately 350 miles from starting point. Tickets will be sold for use on the going trip on all trains of July 2, 3 and 4; limited returning to reach original starting point by or before midnight of July 5, 1916.

For fares, schedules, tickets and any desired information,

'PHONE 160.

ATLANTIC COAST LINE,
The Standard Railroad of the South.

CASH PAID FOR
BEESWAX
28 cts. per lb., f. o. b. Steamer at Wilmington, with through B. L. to
W. H. BOWDLEAR
220 Devonshire Street,
Boston, Mass.

J. B. McCABE & CO.,
Certified Public Accountants
Room 815 Murchison Bank Bldg.
'Phone: 906. WILMINGTON, N. C.

ATLANTIC COAST LINE

Arrivals and Departures of Trains at Wilmington, Effective June 18, 1916. Time Not Guaranteed.

DEPARTURES	TO AND FROM	ARRIVALS
No. 90. 2:40 A.M. Daily except Sunday	Goldsboro, Richmond, Norfolk and Eastern North Carolina points. Connects at Goldsboro with Southern Railway and Norfolk Southern Railroad.	No. 91. 1:15 A.M. Daily except Monday
No. 51. 5:30 A.M. Daily.	Chadbourn, Conway, Florence, Charleston, Savannah, Jacksonville, Tampa, St. Petersburg, Ft Myers, Columbia and Asheville Pullman Sleeping Cars between Wilmington and Columbia, open to receive outbound passengers at Wilmington at and after 10:00 P. M., and may be occupied, inbound, until 7:00 A. M.	No. 50. 12:20 A.M. Daily.
No. 64. 5:15 A.M. Mon., Wed. and Fri. only	Jacksonville, Newbern and Intermediate stations	No. 65. 6:15 P.M. Mon., Wed. and Fri. only.
No. 48. 7:40 A.M. Daily.	Goldsboro, Richmond, Norfolk and Washington. **Parlor cars between Wilmington and Norfolk, connecting at Rocky Mount with New York trains having Pilman service.**	Daily. No. 49. 6:05 P.M.
No. 53. 8:45 A.M. Daily.	Solid train between Wilmington and Mt. Airy, via Fayetteville and Sanford. **Parlor cars between Wilmington and Greensboro.**	No. 52. 5:00 P.M. Daily.
No. 62. 3:25 P.M. Daily. Except Sunday	Jacksonville, Newbern and intermediate stations.	No. 63. 12:50 P.M. Daily. Except Sunday
No. 55. 3:45 P.M. Daily.	Chadbourn, Florence, Columbia, Augusta, Atlanta and the West. Charleston, Savannah and all Florida points. All Steel Pullman Sleeping Cars between Wilmington, Augusta and Atlanta. **Sleeping cars daily between Wilmington and Asheville.**	No. 54. 12:50 P. M. Daily.
No. 57 6:20 P. M. Sunday only	Chadbourn, Conway and intermediate points. Excursion train.	No. 58 9:15 A. M. Sunday only
No. 59. 6:30 P.M. Tues., Thurs. Sat. and Sunday only	Fayetteville and Intermediate stations.	No. 60. 10:15 A.M. Tues., Thurs. Sat. and Sunday only
No. 42. 6:45 P.M. Daily.	Goldsboro, Richmond, Norfolk, Washington and New York. Pullman Broiler, Buffet Sleeping Cars between Wilmington and Washington, connecting with New York trains; also Pullman Sleeping Cars between Wilmington and Norfolk.	No. 41 9:50 A.M. Daily.
No. 68 7:30 P. M. Sunday only	Newbern and Intermediate points. Excursion train.	No. 69 10:15 A.M. Sunday only

For folders, reservations, rates of fares, etc., call 'phone 160.

W. J. CRAIG, Passenger Traffic Manager.
T. C. WHITE, General Passenger Agent.
WILMINGTON, N. C.

SUBURBAN SCHEDULE

IN EFFECT SATURDAY, JUNE 3, 1916

WEEK-DAYS

Lv. "Electric Centre"	Lv. Beach.
6.15 A. M.	6.05 A. M.
6.55 A. M.	7.10 A. M.
7.25 A. M.	7.40 A. M.
8.00 A. M.	8.15 A. M.
and every half hour thereafter until	and every half hour thereafter until
5.30 P. M.	5.45 P. M.
6.10 P. M.	6.20 P. M.
6.30 P. M.	6.50 P. M.
and every half hour thereafter until	7.15 P. M. and every half hour thereafter until
11.00 P. M.	11.45 P. M.
12.10 A. M.	

Express trains stop at Winter Park Gardens, Sea Gate, Wrightsville and all stations on the Beach.

Lumina Specials will stop at 5th, 7th and 9th Sts., in Wilmington, and at Lumina.

BUSINESS MEN'S EXPRESS

Leaving Lumina daily, except Sunday, at 7:40 A. M., leaving Front and Princess streets daily, except Saturday and Sunday, at 6:10 P. M., stopping at Winter Park Gardens, Sea Gate, Wrightsville and all stations on the Beach.

FREIGHT

Lv. Wilmington	Lv. Beach.
6.00 A. M.	7.05 A. M.
9.30 A. M.	12.15 P. M.
3.30 P. M.	6.15 P. M.
7.00 P. M.	8.15 P. M.

Freight Depot open daily, except Sunday, from 8:00 A. M. until 1:00 P. M., and from 2:00 P. M. until 7:00 P. M.

Freight Depot Telephone, No. 96.

SUNDAYS

Lv. "Electric Centre"	Lv. Beach.
7.00 A. M.	6.40 A. M.
8.30 A. M.	7.45 A. M.
and every half hour thereafter until	9.15 A. M. and every half hour thereafter until
11.00 P. M.	11.45 P. M.
12.10 A. M.	

Express trains stop at Winter Park Gardens, Sea Gate, Wrightsville and all stations on the Beach.

Lumina Specials will stop at 5th, 7th and 9th Sts., in Wilmington and at Lumina.

FREIGHT

Lv. Wilmington	Lv. Beach.
11.00 A. M.	12.15 P. M.

Freight Depot open 10 to 11 A. M.

Freight Depot Telephone, No. 96.

CLYDE LINE

TO NEW YORK AND GEORGETOWN, S. C.

New York to Wilmington.

Steamship Cherokee, Fri., June 23rd.
Steamship Cherokee, Tues., July 4th.

Wilmington to Georgetown.

Steamship Cherokee, Mon., June 26th.
Steamship Cherokee, Fri., June 26th.

Wilmington to New York.

Steamship Cherokee, Fri., June 30th.
Steamship Cherokee, Tues., July 11th.

Through bills of lading and lowest through rates guaranteed to and from all points in North and South Carolina.

CLYDE STEAMSHIP CO.,
C. J. BECKER, Agent,
Wilmington, N. C.

General Offices: Pier 36 N. R., New York

SEABOARD AIR LINE RAILWAY

The Progressive Railway of the South.
Effective May 28th, 1916.

DEPARTURE OF TRAINS FROM WILMINGTON:

No. 13—3:55 P. M.—Train for Charlotte and intermediate Points. PULLMAN PARLOR CAR, WILMINGTON TO CHARLOTTE.

THROUGH DAILY PULLMAN SERVICE WILMINGTON TO ATLANTA — ALL STEEL CARS. ON FRIDAYS, THROUGH SLEEPER TO BIRMINGHAM.

No. 19—5:00 A. M.—Train for Charlotte and intermediate Points. SLEEPING CAR BETWEEN WILMINGTON AND CHARLOTTE. Open at 10:00 P. M. for Passengers.

ARRIVAL OF TRAINS AT WILMINGTON:

No. 14—12:40 P. M.—Train from Charlotte and Intermediate Points. PULLMAN PARLOR CAR BETWEEN CHARLOTTE AND WILMINGTON.

THROUGH DAILY PULLMAN SERVICE ATLANTA TO WILMINGTON — ALL STEEL CARS. THROUGH SLEEPER FROM BIRMINGHAM SATURDAY.

No. 20—12:10 A. M.—Train from Charlotte and Intermediate Points. SLEEPING CAR BETWEEN CHARLOTTE AND WILMINGTON. PASSENGERS MAY REMAIN IN SLEEPER UNTIL 7:00 A. M.

For detailed information and reservations, call on City Ticket Agent, Orton Building. 'Phone 178.

R. W. WALLACE, C. T. A.
H. E. PLEASANTS, T. P. A.
Wilmington, N. C.

JOHN T. WEST, D. P. A., Raleigh, N. C.

Attractive Low Round Trip Fares

—VIA—

SOUTHERN RAILWAY

$17.45 GOLDSBORO, N. C., to LYTLE, Ga. (near

CONSIDERABLE MONEY WAS SPENT IN SIXTH

Major Little's Campaign Expenses Nearly $3,500.

Mr. Godwin's Expenses, as Reported to Clerk of the House, Something Over $1,800—Brown's Account Not Yet Filed.

(Special Star Telegram.)

Washington, June 20.—Statements filed with Clerk of the House South Trimble by candidates for Congress show that considerable money was spent in the Sixth congressional district.

The statement filed by Jos. W. Little says he spent $3,459.80 for his part of the campaign waged against Congressman Godwin. Most of this money was spent for newspaper advertising and his various managers. Mr. Little's manager in Robeson county was paid $1,000; Columbus $500; Bladen $300; Brunswick $200, and New Hanover $550.

Congressman Godwin spent $1,800.32, most of which was used in newspaper advertising, telephone and telegraph messages.

Joe Brown, who is running against Mr. Godwin in the second primary, has not yet filed a statement of his expenses as required by law. Neither has C. W. Mitchell, who desired Majority Leader Claude Kitchin's place in Congress. P. R. A.

STATE GETS $2 A DAY FOR CONUICTS AT BADE

(Continued from Page One.)

and the directors of the State's prison heard representatives of the railroad companies and of the Ridgecrest and the Madison county highway projects this afternoon and then in executive session decided to leave those convicts where they are that are being worked on the two highways, and draw the convicts for Baden from the railroads, pledging to reinstate them for the railroad work by December 1.

In opening the hearing for the railroad and highway delegations, Governor Craig said the State authorities are greatly interested in the development of these railroads and the highway enterprises, but realized that the Whitney power development is likewise a great benefit to the State, being by no means a local enterprise, besides offering the much more profitable work for the State convicts asked for. He regarded the deviopmnt of this Yadkin powr plant about the biggest single enterprise under way in the State.

GETS DEATH SENTENCE.

Former North Carolinian Convicted for Murder at Petersburg, Va.

Petersburg, Va., June 20.—James Henly, formerly of Stokes county, N. C., and employe of the Battersea Cotton Mills here, was sentenced to die in the electric chair on September 29 for the murder of James Lewis, on April 9 last, by a jury in the Hustings court today.

Witnesses testified at the trial that Henly was walking about the mills after working hours, when Lewis, the night watchman, ordered him off the property.

Lewis went to his home, secured a knife, and, according to witnesses, attacked the night watchman with the weapon. Lewis was cut about he abdomen and died almos insanly. Henly was later arrested at his home.

GERMAN BANKER OF MEXICO CITY DETAINED AT EL PASO

Frederick Griese Charged With Violating U. S. Neutrality Laws.

El Paso, Texas, June 20. — Frederick Griese, a German banker of Mexico City, was under detention by agents of the Department of Justice here today, charged with violation of the United States neutrality laws. Griese was prevented last night from crossing into Mexico.

Agents of the Department of Justice are maintaining secrecy regarding the allegations against Griese, pending investigation. It is said, however, it is an outcome of various reports regarding the spreading of anti-American propaganda in Mexico.

BETHLEHEM STEEL COMPANY MAKES OFFER ON ARMOR PLATE

Proposition Included in a Letter Addressed to Senator Tillman.

New York, June 20.—An offer by the Bethlehem Steel Company to manufacture armor plate for the government at "actual cost of operation plus such changes for overhead expenses, interest and depreciation as the Federal Trade Commission may determine to be fair," is contained in a letter made public tonight from E. G. Grace, president of the steel company, to Senator Tillman, chairman of the Senate committee on Naval Affairs.

AMERICAN STEAMER ASHORE DAMAGED BY AN EXPLOSION.

Not Determined Whether Mine or Torpedo Caused the Disaster.

London, June 20.—The officers and crew of the American steamer Heaconnet, which went ashore on the Scroby Sands Sunday, following an exterior explosion, reported at the American consulate today. They were unable to say whether a mine or a submarine was responsible for the disaster, although marine authorities at Yarmouth had expressed the belief from an examination of portions of metal found in the hull of the vessel that a torpedo did the damage.

Greenville, N. C., June 20.—The national annual open lawn tennis tournament for the championship of the Carolinas, now being played here, is the largest, in point of entrants and the best, in point of skill, yet held here. Twenty-eight matches in singles have been played. The semi-finals will not be reached for several days. Players are here from all the principal cities of this state and from several other states.

Columbus, N. M., June 20.—Lieut. David H. Scott, son of General Hugh Scott, chief of staff, arrived here today from the field suffering from tropical fever. He will be taken to the military hospital, Washington, for treatment.

Souvenir Dance Tonight
at Lumina complimentary to North Carolina Pharmacists. (advertisement)

CURED OF A 30-YEAR DRUNK.

Fight of Ford Employe to Reform Lasted Six Months.

When Peter Delaney, 50 years old, dissipated, disheveled and showing the effects of a "30-year-drunk," as he puts it, appeared at the employment office of the Ford Motor Company and applied for a job, they told him he was too old and broken in health to permit his making good, but his reply that he wished to be put to the acid test won him a place in the foundry of the big plant.

That was six months ago. Today Delaney is making his $5 a day for eight hours' work, the nature of which permits his wearing a linen collar and neat business suit, he having proved his worth after four months of hard labor in the foundry. He has money in the bank and aspires to the ownership of a home.

Years ago Delaney was known as one of the most expert telegraph operators in the country, but his inability to shun liquor drove him from one city to another, until when he returned to his home in Detroit a year ago he had been in every large city from Maine to California, and from Winnipeg to the Gulf. During that time he was jailed 200 times, twice for shooting scrapes.

"When I entered the Ford plant on November 4, 1915, I did not know that I was capable of labor, for during the 50 years of my life I had never done any other work than ply my profession as telegrapher," Delaney said, in speaking of his "come-back." "There was some good left in me, and through those four months that I worked in the foundry fighting the hardest fight of my life against the craving for liquor, I suffered more than I can describe.

"When one has been steeped in liquor for 30 years, never drawing a sober breath, it is not easy to get rid of the habit. When I felt that I could not keep the path, I went to church, and there found the aid and encouragement that won the fight for me."

URGE SPORTS FOR WOMEN

Germans Believe It Will Rid Their Minds of Grief Over War.

(From the New York Times.)

Indorsed by the Turnverein, the national organization of Germans interested in gymnastic sports, and presumably backed by the German government, a live press campaign is being carried on throughout the empire for the purpose of inducing women and girls to take up outdoor sports on the largest scale possible, according to reports in recent copies of German newspapers received in London. The propaganda articles urge women, young and old, married or single, forthwith to take up athletics in th einterest of national health. Writers point out that no greater duty confronts the German nation at this hour than to lay the foundations for a virile posterity, and that the primary step in that direction is the rearing of a race of muscular mothers.

The project evokes the enthusiastic support of the large Social Democrafic Gymnasts' League, which, as an additional reason why women and girls should take a larger interest in brawn-building sports, declares that there is no better panacea for ridding women's minds of grief and woe over the loss of men folk in the war than hardy play and exercise in the open. Physician add their testimony that sport is the best antidote for women's nervousness.

The newspapers mention that "Turnvater" Jahn, one of German's national heroes, popularized during the Napoleonic wars and acclaim him for helping to win "Prussian freedom" by giving the incentive to the rearing of a generation of abiebodied men. Women and girls are asked to believe that a generation of strong women is urgently needed in Germany at this hour.

TIDAL WATER-POWER

Efforts to Utilize Swift Currents of The Bay of Fundy.

(From a U. S. Consular Report).

Efforts are now being made to utilize the swift tidal currents in the Bay of Fundy in the production of power. This bay extends from the Island of Grand Manan, off the mouth of the St. Croix river, in a northeasterly direction for about 150 miles. It separate the provinces of New Brunswick and Nova Scotia, and two-thirds of its length from Grand Manan is a straight solid body of water some 40 miles in width, then is split by a narrow neck of land into two almost equal legs, the left leg known as Chignecto bay and the right leg as Minas basin. In this great body of water the tides of the ocean rise to a greater height than anywhere else in the world.

At the head of the bay in the two legs mentioned the tides reach the height of 50 feet; even at the city of St. John on the main body of the bay they rise 28 to 30 feet. In some places there are very swift currents, exceeding, in fact, th eflow of the swiftest rivers, and it is the utilization of these currents for power that is now greatly interesting the maritime provinces of Canada.

The general flow in the middle of the bay is from 1 to 2 knots an hour, and the maximum rate at Bigby gut on the Nova Scotia coast is 4 knots, but in the right leg of the bay, known as Minas channel, the rate is from 8 to 10 knots.

STUPENDOUS SURNAMES

Those Recorded in Many Mediaeval Documents are Grotesque.

(London Chronicle).

The bearers of some of the surnames which appear in the mediaeval documents must have been glad of an excuse to change them. Aparently this was done, for the more grotesque have either vanishe dor been modified out of recognition. Among the former are such names as Alice Thepundersstepdoghtre, Maxeline Stabwourchman, Frethesanccia Del Countynghouse, Godisman Attestretesende and Thomas Wrangwishe, which certainly have no claimants nowadays.

Many surnames derived from trade or service have been contracted, such as Le Lindraper into Draper, Le Couhirde in Coward, Le Chapelayn into Chaplin and Le Greseunour (gros veneur) into Grovernor.

SOUTH CAROLINA TO MOBILIZE MORE THAN PEACE STRENGTH

Columbia, S. C., June 20.—Camp Styx, where South Carolina's militia will be concentrated, was reported today to be ready to receive all units. Militia officers report that enlistments are so numerous that many companies will be mobilized with more than peace strength. All commands are expected at camp by Friday.

SUBSCRIBE $1,000 FOR THE FAMILIES OF GUARDSMEN

Staunton, Va., June 20. — At a mass meeting here tonight, citizens subscribed $1,000 for the families of guardsmen called for border service.

Souvenir Dance Tonight
at Lumina complimentary to North Carolina Pharmacists. (advertisement)

Iron Is Greatest of All Strength Builders, Says Doctor

A Secret of the Great Endurance and Power of Athletics

Ordinary Nuxated Iron Will Make Delicate, Nervous, Rundown People 200 Per Cent. Stronger in Two Weeks Time in Many Cases.

New York, N. Y.—Most people foolishly seem to think they are going to get renewed health and strength from some stimulating medicine, secret nostrum or narcotic drug, said Dr. Sauer, a well known specialist, who has studied widely both in this country and Europe, when, as a matter of fact, real and true strength can only come from what you eat. But people often fail to get strength out of their food because they haven't enough iron in their blood to enable it to change food into living matter. From their weakened, nervous condition they know something is wrong but they can't tell what, so they generally commence doctoring for stomach, liver or kidney trouble or symptoms of some other ailment caused by the lack of iron in the blood. This thing may go on for years, while the patient suffers untold agony. If you are not strong or well, you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary nuxated iron three times per day after meals for two weeks. Then test your strength again and see for yourself how much you have gained. I have seen dozens of nervous, run-down people who were ailing all the while, double their strength and endurance and entirely get rid of all symptoms of dyspepsia, liver and other troubles in from ten to fourteen days' time simply by taking iron in the proper form. And this after they had in some cases been doctoring for months without obtaining any benefit. But don't take the old forms of reduced iron, iron acetate or tincture of iron simply to save a few cents. You must take iron in a form that can be easily absorbed and assimilated like nuxuated iron if you want it to do you any good, otherwise it may prove worse than useless. Many an athlete or prize-fighter has won the day simply because he knew the secret of great strength and endurance and filled his blood with iron before he went into the affray, while many another has gone down to inglorious defeat simply for the lack of iron.

NOTE—Nuxated Iron recommended above by Dr. Sauer is not a patent medicine nor secret remedy, but one which is well known to druggists and whose iron constituents are widely prescribed by eminent physicians everywhere. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, make them black, nor upset the stomach; on the contrary, it is a most potent remedy, in nearly all forms of indigestion, as well as for nervous, run-down conditions. The manufacturers have such great confidence in Nuxated Iron that they offer to forfeit $100.00 to any charitable institution if they cannot take any man or woman under 60 who lacks iron and increase their strength 200 per cent, or over in four weeks time, provided they have no serious organic trouble. They also offer to refund your money if it does not at least double your strength and endurance in ten days' tome. It is dispensed in this city by all druggists.

BOYS EAGER TO LEARN HOW.

War Has Marked Effect on English School Children.

(From the Chicago Evening Post.)

Writing in the Nineteenth Century, an English school teacher reports an extraordinary intellectual stimulus as the effect of the war on his pupils. The strange phenomenon must somewhat mitigate for him the horror of Europe's tragedy. The sudden conversion of the indolent and indifferent school boy into an alert, eager student is enough to make glad the heart of any drudging master.

And this is what has happened, according to the writer's story. There has been a remarkable revival of interest in literary and debating societies. Affairs of the day are discussed with ardor, backed by such study of history and geography as was never before known. The composing of themes, stories and poems occupies much of the juvenile leisure. The teacher finds himself besieged by eager youths seeking advice and criticism for their literary efforts. Most amazing of all has been the effect of this revival on the trade of the tuck shops. Readers of English school stories such as "Stalky & Co.," will recall the large part the tuck shop played in the life of the average boy. His allowance flowed into its till in exchange for pop, pork pies and pastry. When ready cash was exhausted he mortgaged his future or pledged his most treasured possessions to satisfy his appetite.

But we are assured that many of the sixpences and shillings that the tuck shop counted upon without fear of rival are now being invested in—of all things—poetry. Think of the average British school boy—or any other, for that matter—voluntarily spending his limited income on poetry. We direct the attention of Mr. Llewell Jones to this miracle. We feel that justice to it can be done only by such a pen as his. With less expert appreciation of its significance, we merely venture the belief that here is real hope for the days that will follow the war.

Of course, the school boy is tremendously interested in military matters, and there is much drilling and maneuvering, much working out of strategy and many sham battles that are at times sanguinary. This was to be expected. It is merely the intensifying of the normal, with an added spirit of seriousness that gives it higher meaning. But that it should be accompanied by a quickening of literary interest and an appetite for poetry rather than pork pies surprises us with a sense of distinct encouragement.

ELIZABETH, BELGIUM'S QUEEN.

She is Known for Kind Acts in Peace and War.

(From Philadelphia Press.)

The Queen of the Belgians was born Elizabeth, Duchess of Bavaria, and from the moment she was able to understand, her teachers and tutors impressed upon their little royal charge the importance of studying with all her heart and mind if she would do honor to the ancient and historic house of Bavaria—the most ancient in all Europe.

Elizabeth almost lost her health in her heroic efforts to become a scholar, but she came out triumphant, and is today one of the most learned princesses of Europe. She won the degree of doctor of medicine, and the precious pigskin hangs on the wall of her study.

For a girl she certainly had the most stupendous ideas and she insisted upon having them carried out, too. The first was to build a few extra fine roads. Then, shortly after she graduated as a doctor of medicine, she was the means of having several hospitals built, mostly for the benefit of the poor, but equipped with every present-day convenience for their comfort and quick recovery.

Aside from all the latest material improvements introduced into these houses of health, as they are sometimes called, the Princess Elizabeth was, and still is, a firm believer in the psychology of health—such as reading to a patient or having some one sing or render an instrumental solo as the suffering patients wearily wait for their well-day to come. The results were remarkably successful, so successful, that the Princess herself often helped out in this phase of the new treatment of hospital patients by reading funny stories to them.

BIRD IS EXPERT BRICKLAYER

Feathered Artisan Rolls Mud Into Pellets and Erects Home.

(From Philadelphia North American.)

Years ago, before houses and barns were as plentiful as they are now, the cliff swallow used to build its house of tiny mud bricks on the side of a Rocky Cliff. The nest builders find a convenient patch of clay, roll up the mud into tiny pellets and carry them to their nesting side. There they fashioned them into a home as skillfully as any bricklayer could do it, rounding it over the top like a roof and leaving a round opening for a door.

Today the bird doesn't have to find a cliff for his home. A sheltered place under the eaves of a barn will suit it just as well. You'll find more cliff swallows today at home under the eaves than you will in their ancestral astles on the rocks.

The bird wears a shiny blue-black coat and a brownish-yellow vest. Its tail, a reddish-brown, is only slightly forked, which distinguishes him from the regular "swallow-tails."

Perhaps you have been told that the nest of the cliff swallow is infested with bed bugs, and perhaps you have torn down all the nests you could find to get rid of the pests. This is a common slander against the swallow. The nest contains no insects which can be communicated to houses. On the other hand, the cliff swallow performs immeasurable benefit by destroying many leaf bugs and weevils.

Business Locals

TWO YOUNG LADIES WHO WOULD like to team together and both win a magnificent fifteen day, 3,000-mile vacation trip in the Royal, Grand, Bijou New York-Canadian Movie Tour may get particulars of a "Sure Winner" plan by calling at the office, Royal Theatre Building, today. je21-1t

SEVERAL ROOMS FOR RENT — Apply to 420 Walnut street, or 'phone 846-J. je21-7t

AGENTS — SPECIALTY MEN. MAKE big money selling "Simplex Auto Washer Brush," new auto and wagon washer; fits any nose; sure, quick cash sales; agents need no capital for goods to fill orders; our new selling plan does the trick. Francis E. Manufacturing Co., Harrisburg, Pa. je21-w,su-2t*

CABBAGE AND COLLARD PLANTS BY parcel post; 25 cents per 100; by Express, $1.00 per 1,000; prompt shipment. D. C. Proctor, Pembroke, N. C. je21-1t*

LOW PRICES ON FRESH NATIVE meats; loin steak, round and porter house, 20 cents per pound; good roast, 15 cents; chuck steak, 15 cents; rib stew, 12 cents; western pork chops, 22 1-2 cents. 'Phone 495. R. L. Burton, Sixth and Nixon streets. je21-w,su-2t*

WANTED — BY JULY 15TH, BOOK-keeper's position by young lady with some experience. Out of business school since 1915. Address R. F. D. Box 33, Town Creek, N. C. je21-1t*

WANTED — ROOM AND BOARD FOR gentleman in modern house; northern part of the city; large room wanted; July 1st. State price. "E., F-25," care Star. je21-1t*

FURNITURE — REAL BARGAIN. Apply 418 North 5th Ave. je21-3t*

FOR SALE — CHEVROLET AUTOMO-bile. Perfect condition; only used six weeks. Einstein Bros. je21-1t

FOR SALE — MECHANICAL WOOD manufacturing business; fully equipped with the necessary machines; will sell entire business or machines separately. Address "Martin," care Star. je21-2t*

WANTED — A SALESMAN OF ABIL-ity. Best selling proposition on the market. Give experience and references. Address Box 1222, Winston-Salem, N. C. je20-3t

WESTERN LIVE STOCK INSURANCE Company; largest in the world; only one operating here. Insures stock against death from any cause at any time, at any place. Jas. M. Stevenson, Agent, Wilmington and vicinity. Mr. Geo. T. Hewlett is authorized to solicit for me. je20-tu,w,f-3t

WANTED FOR SATURDAYS ONLY, A good, experienced grocery clerk, Wilmington man; must have good position during the week. Come at once. A. Renik, corner 5th and Nixon sts. 'Phone 827. je20-3t

NATIVE TOMATOES, 50 CENTS FOUR quart basket; 20 cents per quart; all kinds of choice fresh meats; full line of fruits and vegetables. All orders filled promptly. Phone No. 72. Batson's Meat Market. je20-tf

WANTED — A FIRST CLASS FORD automobile mechanic, who is also capable of handling other jobs which may come. None but a hustler need apply. Must be able to give best of references as to honesty and ability. R. Y. Corbett, Burgaw, N. C. je20-2t

cial and job printing. Multigraph fac-simile typewritten letters; direct mail campaigns. "Let Harriss print it." Harriss Typewriting & Adv. Co. fe17-th,sa,tu-tf

DID YOU READ "THREE WEEKS," by Eleanor Glyn? You should read her latest one: "The Career of Katherine Bush," now running in the Cosmopolitan Magazine. 'Phone your orders to 745. Gordon Bros. my24-tf

OLD NEWSPAPERS, SUITABLE FOR wrapping or placing under carpets, tied up in neat bundles and for sale at this office, 10 cents per hundred. mh23-tf

WANTED—YOUNG LADY, SIX YEARS' experience, desires stenographic position; permanent or substitute. Can furnish references. Address "Competent," Box 947, City. je18-4t*

SPECIAL BARGAINS IN TYPEWRIT-ers. Factory rebuilt and second hand. Supplies for all machines. Mail orders given prompt attention. Write for prices on anything you need in the typewriter line. Satisfaction guaranteed. B. W. Thacker, 814 Murchison Bank Building. je18-tf

FOR RENT — POSSESSION GIVEN AT once, 220 and 222 MacRae street; six rooms, brick apartments, modern bath fixtures, electric lights; price $18.00 per month. Apply C. W. Polvogt. je18-7t

FOR RENT — AT A BARGAIN, 2 COT-tages; six rooms each; $11.00 per month; water and sewerage included. 211 and 215 Polvogt avenue; Grace, between 8th and 9th. Apply to C. W. Polvogt. je18-7t

FOR RENT—ATTRACTIVE TWO-room apartment, non-housekeeping, in residential section, within one block of Cape Fear Club, at very moderate price; unfurnished; large, light, airy bedroom; cozy sitting room. Modern conveniences, unusual home-like proposition. Address "Moderate," care Star. je 17-tf

FOR RENT—ONE SINGLE STORY brick store; size 22 by 75; right in front of the depot at Whiteville, N. C. Rent reasonable. Apply W. V. Benton, Vineland, N. C. je 18-7t

WANTED — ONE LATHE MILL BOLD-er, at once; good wages. Address Camp Manufacturing Co., Wallace, N. C. je15-7t

SHIP US YOUR POULTRY AND EGGS. We get top prices. Let us have your orders on fruits and vegetables. Charleston Fruit Co., Charleston, S. C. ap 9 sp we-tf

WANTED — RUNABOUT IN GOOD condition; must be cheap. Answer "Machine," Box 415, stating make, year, model and price. je20-2t

FOR RENT — COTTAGE, NO. 309 WAL-nut street, between Third and Fourth streets; four rooms, bath and kitchen. Possession given immediately. "Cottage," care Star. je6-tf

FOR SALE — SIX-ROOM COTTAGE AT Winter Park; water, sewerage and lights; located on highest spot in Park; just a hundred yards from station, between shell road and car line. Lot 99x240 feet. Has large barn, servants' quarters and fruit trees. Address "Cottage," care Star. mh23-tf

NOTICE TO AUTOMOBILISTS — THE Auto Radiator Hospital has moved their place of business from No. 22 South Second street to No. 8 South Second street, formerly Gilbert & Memory's. W. B. Klander. je13-tf

FOR SALE — 1,000 TONS 7 1-2 PER cent prime cotton seed meal, at a very low price. Wire me, collect, if you are interested; I can sell you. V. B Sharpe, Maxton, N. C. mh9-tf

WE ARE DEVELOPING A 3,000 ACRE game preserve in Brunswick county, which we hope to make the most delightful in the South. If you are interested, write for booklet. Calabash Hunt Club, Inc., Box 30, Bolivia, N. C. je15--tf

LIMES, LEMONS AND ICE CREAM cones. We have 'em. Send us your orders. 'Phone 323. Bear Produce and Merchandise Co., Wilmington, N. C. je14-tf

NOTICE — TO THE TRAVELING PUB-lic, that we have the most complete line of leather suit cases and hand bags; also trunks, in the city, at Uncle Charles' Pawn Shop, No. 6 South Front st.; 'Phone 642. my10-tf

WANTED — TO BUY SOME CHEAP second hand bicycles. Queen City Cycle Co., 209 Market street. 'Phone 862. ap30-tf

FOR YOU—E. Z. FEET. AN ANTI-septic powder for tired, aching and sweaty feet. At all Drug Stores—15 cents. je 10-tf

SWEET CREAM AND MILK FOR SALE —Pine Grove Dairy Farm. Adolph G. Ahrens, proprietor. 'Phone 926. mh28-tf

QUALITY PRINTING: FACSIMILE EM-bossing and engraving; multigraphing, typewriting; Notaries Public. Harriss Typewriting & Adv. Co. fe17-tf

Will There Be Music for You and Your Friends This Summer?

The Victrola is the orchestra which never tires, and is always ready to serve you.

You may hear your favorite music in the evening — on the porch, on the lawn, or wherever the summer breezes blow.

Victrolas from $15.00 to $350.00.

All the Latest Records.

C. W. Yates Comp'y
MARKET STREET.

COTTON
Large and Small
SHIPMENTS
Have Prompt Attention
W. B. COOPER & CO.
WILMINGTON, N. C.

Life Insurance and A Bank Book

The American Bank and Trust Company looks with especial favor on the account of the man who has his life well insured. It bespeaks not only foresight and judgment, but also increases the stability of his financial position.

Men are prone to delay this important matter. The first premium is often a seeming obstacle. A special savings account at this bank for the purpose of accumulating premiums will remove the difficulties. Life Insurance in good companies will be a constant and growing asset. Periodical deposits in your savings account will provide your premiums without heavy drains on your income at one time.

American Bank & Trust Co.
Wilmington, N. C.

MURCHISON NATIONAL BANK
Capital and Surplus - $1,650,000.00
Resources - - - - - 8,000,000.00

This Bank stands ready to furnish customers every facility and best possible service.

H. C. McQUEEN, President.
J. W. YATES, V. Prest. — J. V. GRAINGER, V. Prest.
C. S. GRAINGER, Cashier. — M. F. ALLEN, Asst. Cash.
W. S. JOHNSON, Asst. Cash. — J. V. GRAINGER, Jr., Asst. Cash.

"Custom" Window Screen Frames

This frame is made heavy and substantial, from selected white pine or basswood. Size of sticks, ⅞x1¾ inches. The side pieces are grooved in the outer edges. Slide-sticks for fastening to the window casings are furnished; also raised mouldings for covering the edge of the wire cloth; and all necessary nails, corner irons and lifts.

The construction is very simple and the frame is easily put together, and when made up looks like a regular custom or made to order screen. Directions with each one.

	Wide	High
No. 3642 Basswood	Size 36x42 in.	
No. 3648 Basswood	Size 36x48 in.	
No. 4242 Basswood	Size 42x42 in.	
No. 4848 Basswood	Size 48x48 in.	

(Packed two dozen in a crate.)

N. Jacobi Hardware Company
10 and 12 South Front Street

METALS
All Metals Are Scarce, and Market Advancing.
However, we bought a good supply some time ago, and can serve our customers promptly.
Iron, Steel, Brass, Copper, Babbit, Aluminum and Zinc
Call, Phone, Wire or Write Today
Wilmington Iron Works
"The Iron Men"

"The Rexall Store"
BATH CAPS, SHOES
Large Assortment - Low Prices
ELVINGTON'S PHARMACY
Dependable Druggists

HERE IT IS!!!
"The Chest With the Chill In It"

We carry this Box in Four Sizes. Also a Full Line of "White Mountain" Refrigerators and Shepard's Lightning Freezers.

J. W. MURCHISON & CO
OUR STOCK COMPLETE — 'PHONE, WIRE OR WRITE
WHOLESALE HARDWARE — 'PHONES: 106-1030

Star Business Locals Get Results

Good Roads Convention Souvenir Number

Good Roads Cost Money, But Bad Ones Are More Expensive.

THE MORNING STAR

WILMINGTON

Second Section
PAGES 1 TO 16

VOL. XCVIII—NO. 90 WILMINGTON, N. C., WEDNESDAY MORNING, JUNE 21, 1916 WHOLE NUMBER 39,619

More Miles of Modernized Good Roads Have Been Constructed In This State In Three Years Than in All the Balance of Our History---Senator Simmons

WILMINGTON WELCOMES GOOD ROADS ADVOCATES FROM ALL OF NORTH CAROLINA TODAY

Eighth Annual Convention of State Association Convenes This Morning at Harbor Island, Wrightsville Beach—Probably Most Notable in History of Organization—Many Visitors Already Arriving—Sessions Promise to be Most Interesting.

DISTINGUISHED SPEAKERS ON PROGRAMME

Welcome Addresses Today by Municipal and County Officers; Response by President H. B. Varner—Reports of Officers and Appointment of Committees—Entertainment and Other Features of Three Busy Days in City by the Sea.

When the eighth annual convention of the North Carolina Good Roads Association is called to order in the big new auditorium on Harbor Island at Wrightsville Beach this morning to be in session through Friday, it is expected that practically every county in the State will be represented and it will without doubt be the most notable assemblage in the interest of improved highways ever held in North Carolina.

The preparations for this big event have been made on an elaborate and extensive scale every effort has been exerted to make this gathering of transcendant important in the worthy cause of better roads everywhere but more particularly throughout this State and section.

While hundreds have come by rail to attend this important gathering, many delegations from all parts of the State have made the trip by automobile. All of them have come prepared to boost the good road cause and to enjoy the delightful recreations of one of the South's most pleasant and most popular resorts.

Meeting together for a common purpose, fired by the zeal of a better State and Nation and actuated by the supreme desire to aid in the development of the resources, both material and spiritual, the hundreds of visitors will find much here to interest them and unless all indications fail they will be able to learn much.

Wilmington and Wrightsville Beach are to be congratulated upon having the opportunity to entertain such a notable gathering of men. It will mean much for the future progress of this entire section.

What we have is yours gentlemen. We welcome you as co-workers in a common purpose and hope you may profit as we hope to profit by your visit. We are glad to have you with us.

Many Prominent Speakers.

The programme that has been arranged for this convention includes addresses by many prominent men including the leaders in the movement for better roads in North Carolina; the preparations made by the local committees for entertaining the visitors have been on an elaborate scale; the advertising of the convention by Dr. Joseph Hyde Pratt, the live and energetic secretary, and the Publicity Committee of the Wilmington Highways Association, has been most thorough, and it is expected that as a result from one to five thousand delegates will attend the meetings.

Wilmington and Wrightsville Beach extends a cordial welcome to her visitors today. The hospitality for which the lower Cape Fear has long been noted will be found in abundance on every side. Nothing has been spared to make the occasion an auspicious one in every way. New Hanover county and its citizens feel highly honored in having this gathering which cannot but have a most powerful influence throughout this section and State in the great work of building roads.

Mr. H. B. Varner, who heads the North Carolina Good Roads Association as president, has long been an enthusiastic worker in behalf of good roads. The work of Dr. Joseph Hyde Pratt, the secretary, has for years been a most important factor in the upbuilding of the State's highways.

Officers of Association.

On the official roster of this association are to be found many of the leaders in the good roads movement. In addition to the president and the secretary are the following officers: Treasurer, Mr. Joseph G. Brown, Raleigh; director, Mr. D. Tucker Brown, Chapel Hill; engineer in charge publicity, Mr. John D. Waithrop. Miss H. M. Berry, of Chapel Hill, as assistant secretary, has rendered most valuable aid.

The association has as its vice presidents the following: Messrs. Benehan Cameron, Durham; R. A. Doughton, Sparta; E. L. Daughtridge, Rocky Mount; Fred Sutton, Kinston; A. H. Eller, Winston-Salem; M. T. Young, Dunn; A. W. Graham, Oxford; J. S. Martin, Chadbourn; John Morehead, Charlotte; F. P. Tate, Morganton.

The executive committee is composed of H. B. Varner, Lexington; Joseph Hyde Pratt, Chapel Hill; Charles Wallace, Morehead City; R. R. Cotten, Bruce; D. A. McDonald, Carthage; J. E. Cameron, Kinston; W. C. Hammer, Asheboro.

The trustees of the association are: Joseph Hyde Pratt, chairman, Chapel Hill; H. B. Varner, Lexington; Frank H. Fleer, Thomasville; F. L. Seely, Asheville; William Dunn, New Bern; John C. Drewry, Raleigh; James A. Wellons, Smithfield; E. C. Chambers, Asheville; G. D. Canfield, Morehead City; W. A. Erwin, Durham; Leonard Tufts, Pinehurst; Joseph G. Brown, Raleigh; M. F. H. Gouverneur, Wilmington; F. M. Shannonhouse, Charlotte; Hugh Chatham, Winston-Salem.

To Welcome Visitors.

The delegates to the convention will be officially welcomed to the city and to the beach this morning after the meeting is called to order at 10 o'clock by Mayor P. Q. Moore for the city of Wilmington, Mayor Thomas H. Wright for the town of Wrightsville Beach, Chairman W. A. McGirt, for the New Hanover Board of County Commissioners, and by Col. John VanB. Metts for the Wilmington Highway Association.

The responses to these addresses will be made by President H. B. Varner for the North Carolina Good Roads Association and by Lieut. Gov. E. L. Daughtridge. Following these addresses there will be the reports of the officers and the convention will then get down to the discussion of questions of foremost interest at the present time.

The topic for discussion at the afternoon session today which will be called to order at 3 o'clock in the auditorium at the beach will be road maintenance. Those on the programme for addresses on this important subject include Mr. D. H. Winslow, senior engineer in charge of maintenance of the U. S. Public Roads and Road Engineering and Mr. Martin S. Willard, member of the Board of County Commissions of New Hanover county, who has long been interested in this subject. Dr. Joseph Hyde Pratt will read a paper on the maintenance of roads in Maryland, which was prepared by State Road Engineer Henry G. Shirley, of that State, and president of the American Association of State Highway officials, who was prevented at the last minute from coming to the convention.

One of the important addresses to be made this afternoon will be by Dr. H. M Rowe, president of the American Automobile Association, of Baltimore, Md., who will discuss what the automobile tax should be used for. Messrs. D. Tucker Brown, of Chapel Hill, and W. D. McMillan, Jr., of Wilmington, will discuss the North Carolina automobile tax.

The visitors will be entertained this afternoon at 5 o'clock at the Oceanic Hotel the official headquarters of the convention, by the Wilmington Rotary Club with a "few stunts." The informal "Get Together" meeting tonight at 8 o'clock at the Oceanic Hotel will be one of the most pleasant of the many social features that have been arrang-

(Continued on Page Two.)

CHIEF PROMOTER OF THE GOOD ROADS ASSOCIATION

DR. JOSEPH HYDE PRATT, SECRETARY.

IMPROVED ROADS OF NEW HANOVER REACH EVERY SECTION OF THE COUNTY

Local Limestone Rock and Lillington Gravel Used in Constructing Highways — Road Binder and Granite Chips Used for Re-Surfacing the Roads—Cross Country Roads Now Being Built. Convict Labor Is Employed.

New Hanover, one of the smallest counties in the State, has seventy miles of improved roads which reach to the county line in every direction, extending to the Atlantic ocean as a terminus on the South at old Fort Fisher and on the other sides to the streams that naturally bound it. Not only have these roads been built but particular attention has been devoted during the past four years to seeing that they are properly maintained.

With the completion of the roads to the beaches on the South only a short time ago, the road forces are now constructing a system of cross country roads which shall connect up the main trunk lines. These connecting roads are to be drained and placed in good shape but it is not planned to macadamize or gravel them at present as the light ravel on them hardly makes this necessary.

The natural condition of the soil in this section has not made a macadam road a practical proposition on account of the high cost and it has been found better to use the local limestone rock, wherever it is readily accessible, and on other roads to use the Lillington gravel, both having produced very satisfactory results. This makes a splendid highway when it is properly maintained by the use of a road binder combined with granite chips. The resurfacing of the roads at intervals of every two or three years by this method has been found to work splendidly and results in a solid road bed throughout the year.

While New Hanover has long been interested in the building of good roads, it was in 1902 that the first bond issue for $50,000 was voted by the people. At intervals since that time other bond issues have been made, the aggregate of which has been $300,000. With all the principal roads of the county now improved, it is expected that the roads can now be maintained and improved still more with the regular assessment of taxes. No need now exists in the county for other hard roads.

The New Hanover roads are built and maintained almost exclusively by convict labor, which has been found to be entirely satisfactory. A modern and well furnished work house has been built in which practically all the convicts are kept at night. A light truck which can travel some 12 or 15 miles an hour has recently been purchased to transport the convicts to the different parts of the county for work on the roads. The truck can carry some 25 or 30 men and during the remainder of the day is used in transporting road materials.

The county has purchased a tract of 69 acres near Castle Haynes on Prince George's creek in the northeastern part of the county, all of which is underlaid with limestone rock, and when this quarry is opened, the county will have a sufficient supply of rock for all road purposes for the next 50 years. This limestone rock has been found to be very satisfactory when used in connection with a road binder and makes a road bed that is in every way as compact and solid as the best macadam.

While all the road beds in the county have been laid out for the regulation width of 40 feet, the gravel has only been placed on about half of this width as it was desired to extend the improved roads as rapidly as possible. However, all the ditching and drainage is for 40 feet of highway and it will not be a hard matter to extend the improved road bed to a greater width at a minimum cost.

The wisdom of having a wide road has been conclusively shown in the Wrightsville Turnpike road which was built some 20 years ago. At that time it was thought that this road was plenty wide enough for all future needs of the county. However, the traffic over it has already made it imperative to have a wider road bed.

The county has just completed the construction of seven miles of improved road to Carolina Beach, Wilmington Beach and Fort Fisher Sea Beach, in the southern part of the county. The county forces did the grading of the road and the three beach companies, interested in the development of this section contributed half of the cost of the work, the entire sum amounting to $33,000. Improved roads have recently been constructed to Greenville Sound and from Castle Haynes to the bridge across the Northeast river. A road has also been built from the main road to the railroad station at Wrightsboro for the benefit of the truckers.

The present system of road maintenance was inaugurated four years ago when Mr. M. S. Willard became chairman of the Board of Commissioners. The board which has carried on this work very successfully is composed of Chairman W. A. McGirt, who succeeded Mr. Willard a year ago, and Messrs. Walter E. Yopp, M. S. Willard, J. T. Kerr and W. D. MacMillan, Jr.

During the past year not including the work that has been done this summer, 25 3-4 miles of road was treated at an average cost of $310.02 a mile. In addition to this all the roads of the county were repaired by the resurfacing treatment, this being found to be much more satisfactory than under the old system.

BIG MOTOR TRUCK CAUSES SENSATION

Writer Tells of First One to Arrive in Paraguay; Now in Use in Chile.

PERU IMPROVING ROADS

Motor Car is Shown to be Finding Its Way Into Remote Sections of South America—Displaces Small Locomotive.

Washington, D. C., June 20.—That the motor car is finding its way into the remote sections of South America, and that the great southern continent will eventually offer an immense territory for the automobile manufacturer to take into consideration and to cultivate, is brought out in an article by William A. Reid in the May number of the Bulletin of the Pan-American Union, Washington, D. C. Even in those countries where good roads are scarce the automobile is becoming a necessity for industrial purposes, for in many places it is beginning to demonstrate its value in the transportation of freight and passengers where railroads are impracticable or too expensive to build. In this connection Mr. Reid writes:

"In the barren nitrate section of Chile where the cart and mule have long done faithful service, one finds today a number of automobiles. During a recent journey through the nitrate fields several machines were placed at the writer's disposal, and they did excellent service over some of the most trying trails to be encountered in any country. Furthermore, it was learned that eight motor trucks are to be given a trial in the handling of nitrate. The two-mule team and cart in general use at present, cost about $700.

Displace Small Locomotive.

Small locomotives, costing several thousand dollars, may eventually be replaced by the motor truck if it proves its practical utility. The truck, costing from $2,000 to $3,000, may prove itself more economical than the old system; the clearing and building of a cheap road for the truck will certainly be less expensive than the laying of railway tracks for the locomotives and dump cars. At any rate, the experiment is well worth watching by those interested in the sale of commercial cars; for should the 140 companies operating in Chilean nitrate eventually adopt the auto truck the demand will gradually grow to thousands of machines.

"A few months ago, while the writer was in Paraguay, the first motor truck ever seen in that country arrived in Asuncion. A considerable number of pleasure cars, especially those of cheaper grades, are in use in the Paraguayan capital; but the arrival of the monster truck created a new interest and hundreds of citizens watched the American agent demonstrate the possibilities of his machine. Even the President of the Republic and several members of his cabinet were willing to undergo the ordeal of riding over one of the roughest sections of highway that could be selected for the trials. The truck proved a 'wonder worker' and

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AUTOMOBILE TAXATION SITUATION DISCUSSED

By Congressman Adamson, Author of Bill Bearing His Name.

Measures Would Make a Home State License Good in All Other States For Indefinite Periods—Argument For It.

Washington, D. C., June 22.—"If a state can collect taxes out of its autoists, and out of all the neighboring autoists from other states, that state of course will have more revenue; and every other state that does likewise will similarly have more revenue. But if the people don't pay out that money into all the other states, it seems to me that money is still in the states and may be used for other purposes."

Thus Representative William C. Adamson, chairman of the Committee on Interstate and Foreign Commerce of the House of Representatives, refers to the automobile taxation situation which limits the crossing and re-crossing of state lines by the owners of motor cars. Recently Mr. Adamson's committee reported the measure which bears his name and which would make a home state license good in all other states for indefinite periods, and which it is hoped will be passed before the present Congress adjourns.

Addressing the motorists of the country at the annual banquet of the A. A. A. held in Washington, D. C., Representative Adamson expressed a belief that the measure could be passed if the motor car owners could make their

(Continued on Page Two.)

PRESIDENT OF GOOD ROADS ASSOCIATION

H. B. VARNER

FROM MOUNTAINS TO ATLANTIC COAST

Wilmington to Charlotte Highway to Connect With Asheville and Pinehurst Routes.

PIEDMONT COUNTIES BUSY

Mecklenburg, Union, Anson, Richmond and Moore Counties Waging an Aggressive Good Roads Campaign. Coming on Tour Here.

Advocates of good roads in Mecklenburg, Union, Anson, Richmond and Moore counties are carrying on an aggressive campaign with the object of connecting the gap between Charlotte and Pinehurst on the Wilmington Wadesboro, Charlotte, Pinehurst to Asheville highway, according to a correspondent at Wadesboro.

The Anson county board of commissioners has let a contract to build a road between Lilesville and Blewett Falls on the east and from Polkton to the county line on the west. The intervening road has already been graded and is in fine condition, but with a slight exception on the Polkton to Wadesboro section, which will be attended to.

The Union county officials have signified their willingness to furnish a graded road from the Union county line to Monroe, and there is no doubt but this section will be ready when the Anson sections are completed.

Richmond County Co-operating.

At a joint meeting of the Boards of Commissioners from Anson and Richmond, together with a delegation of 25 citizens from each county, held at Blewett Falls, it was shown that Richmond already has completed seven miles of good roads from Blewett Falls to Rockingham, and they are ready to co-operate in putting in a first-class ferry or a steel bridge to be built by the two counties.

It is not likely that the Anson commissioners will be willing to co-operate in building the bridge at present, but a movement is crystallizing to

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TREASURER OF GOOD ROADS ASSOCIATION

JOSEPH G. BROWN.

ROAD BUILDING IS QUESTION OF MONEY

Says President E. A. Stevens, of American Road Builders' Association.

TO SPEAK AT CONVENTION

Underlying Principles of Road Construction Already Well Known, Says This Prominent Authority in Address.

The task of raising and spending the billions necessary for a proper system of roads that our industrial development loudly demands is a serious business proposition, said Hon. E. A. Stevens, president of the American Road Builders' Association, at the 13th annual convention of this organization, which was recently held in Pittsburgh, Pa. President Stevens is scheduled to make an address at the Good Roads Convention at Wrightsville Beach on Friday morning on the subject of "Good Roads and Preparedness."

In his address at the Pittsburgh convention, President Stevens touched upon some very interesting matters relating to the question of proper improvements. He is quoted as saying in part:

"The task of raising and spending the billions necessary for a proper system of roads that our industrial development loudly demands is a serious business proposition. It represents an investment too long delayed and one whose importance is each day more strongly emphasized by the triumph of the American engineer and mechanic in the production of the motor vehicles. The road problem is fast reducing itself to one of dollars and cents; to producing roads that will carry given weights at the smallest cost. It is in this very aspect of the case that the efforts of associations of men drawn together by their interest in roads can be usefully exerted, and when, to the interest that is common to all enlightened citizens, there is added special knowledge in the actual work of designing, building, maintaining and financing roads, a special capacity for valuable service exists that entails a duty to the commonwealth.

"The work of persuading the people that they need good roads in their daily business is almost done. The stern logic of the survival of the fittest is beginning to make itself felt in those communities that have neglected their highways. This inexorable law of nature will soon make its results so plain that no other argument will be needed. What is needed today is not the preaching of the gospel of good roads; nor is our great need the discovery of that impossible myth, the one best road for all conditions.

"The underlying principles of road construction are as fairly well known as is any problem of design in these days of rapid changes and dazzling progress in engineering practice.

"In the press of insistent demands for good roads it has been and it is hard to get above the mass of technical detail, the close and accurate study required for each new design and the web of red tape that is but too apt to hamper all public work. Yet above these we must rise if we are to do full justice to our job. We must face, weigh, discuss and determine on those

(Continued on Page Eight.)

NEW HANOVER LEADS IN ROAD MAINTENANCE

Has Set An Example For Entire State, Says Dr. Pratt.

Discussion of This Subject Will be One of Important Features of Good Roads Convention at Wrightsville Today.

"New Hanover leads the entire State of North Carolina in road maintenance," said Dr. Joseph Hyde Pratt, secretary of the State Good Roads Association, yesterday in commenting on the convention which opens this morning at Wrightsville Beach, "and as this subject is to have an important place at the good roads meeting to be held here, I feel that the visiting delegates are particularly fortunate in having a concrete illustration of what can be done."

Dr. Pratt called attention to the fact that at the present time one of the problems in road construction is that of proper maintenance and spoke in the highest terms of the steps that have already been taken in New Hanover in this direction.

"We have learned that it is not enough to construct good roads but that after we build them we must maintain them, if they are to be of service for any considerable length of time," Dr. Pratt added. "While, of course, New Hanover has not made a complete solution of this important problem, she has taken a long step forward and already other counties in North Carolina are coming here to find how they may

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A. A. A. PRESIDENT ONE OF SPEAKERS

Dr. H. M. Rowe, Newly Elected Executive, to Talk on Automobile Tax.

HEAD OF BIG ORGANIZATION

Baltimorean Who is a Pioneer Automobilist and a Staunch Friend of Good Roads—Federal Aid Bill One of Achievements

Dr. H. M. Rowe, of Baltimore, Md., who is on the programme Wednesday afternoon for an address on "What the Automobile Tax Should Be Used For," is the newly elected president of the American Automobile Association, which has its headquarters in Washington, D. C., and whose field is the entire United States.

The A. A. A., as it is familiarly known among motorists is known locally and has a number of members in the city. Dr. Rowe was for many years the head of Baltimore's big automobile club and also a member of the National Board of Directors of the American Automobile Association. He is a pioneer automobilist of the pioneers, starting with a steam propelled vehicle and having been continuously connected with motoring in one form or another ever since. He was elected president of the A. A. A., at the meeting in Washington May 19 and has already taken charge of the executive direction of the affairs of this great good roads organization. At the meeting in Washington Dr. Rowe was the unanimous choice of the nominating committee of the A. A. A., for president and in addition the following list of vice presidents was announced:

David Jameson, of Pennsylvania; C. C. James, of Ohio, and Frank S. Fishback, of Indiana; Ralph W. Smith, of Colorado; H. J. Clark, of Minnesota; Preston Belvin, of Virginia, and P. J. Walker, of California; were the holdovers. Of course H. A. Bonnell, treasurer, and John N. Brooks, secretary were continued in the positions which they have held so adequately for many terms. A. G. Batchelder was re-elected chairman of the executive board.

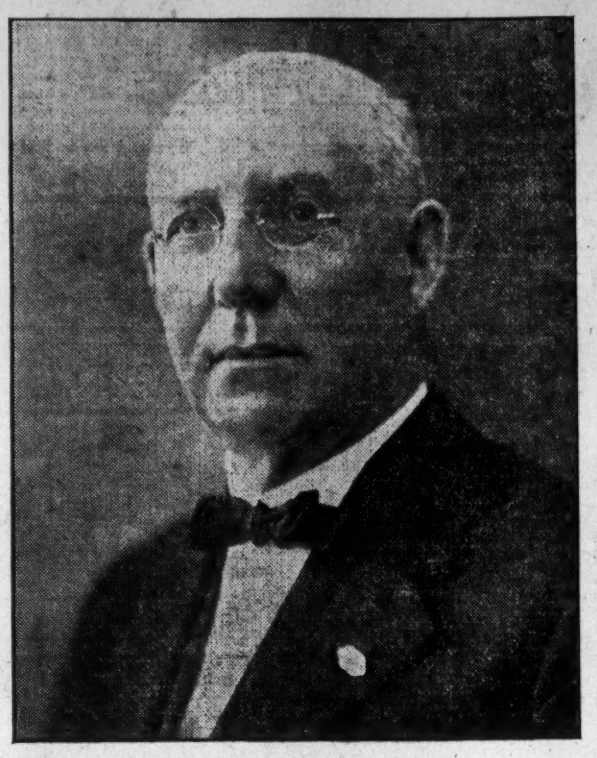
One of the big achievements of the A. A. A., during the past year was its able and successful championship of the Federal good roads bill, which it is predicted will be the beginning of a logical co-operation between the National government and the several states which will gradually result in a most comprehensive road system for the entire country. Retiring President John A. Wilson, predecessor of Dr Rowe, thus summarized the A. A. A. work as follows at the meeting in Washington:

"Advantageously located here in Washington, the A. A. A. headquarters has become a clearing house for every phase of automobiling. A consistent policy has made clear to the members of Congress that we only seek what benefits everybody and that we have no axes to grind, nor are we axe grinders for anyone else.

"Road travel and road transportation are just getting into their stride, and I would that it were possible for me a half century hence to see what will have been done in this direction in that period.

"One feature which has always been pleasing to me in connection with the work of the A. A. A. is the great interest which its ex-presidents continue to take in the labor of love. You always find these men in attendance at an anual meeting, invariably at sessions of the executive board, and present at important road conventions whenever we participate in their holding: I herewith serve notice that I shall not be relegated to the side lines, for it is my full purpose to be on the job with the other "ex's" on all possible occasions, for to me much of the enjoyment in life comes through contact with men who take much of their pleasure in giving of their energies in channels which have an altruistic atmosphere.

WILL SPEAK THIS AFTERNOON



Dr. H. M. Rowe, of Baltimore, President of American Automobile Association and one of the Distinguished Visitors at the Convention.

WILMINGTON WELCOMES GOOD ROADS ADVOCATES FROM THE WHOLE STATE

(Continued From Page One.)

ed for the visitors and their friends.

Tomorrow morning the delegates will be taken for a tour of inspection of the splendid system of roads that have been constructed in New Hanover county and will be given an opportunity to witness a demonstration of treating road beds. This will be followed by a luncheon at noon at the plant of the Carolina Metal Products Company.

The work of State and county prisoners will be the subject for discussion at the afternoon session tomorrow. Dr. Joseph Hyde Pratt, State geologist, will discuss the economic use of prisoners in road construction; Dr. Charles T. Nesbitt, New Hanover county health officer, will speak on health and sanitation of prison camps and Mr. Charles Henry Davis, president of the National Highways Association, will deliver an address on the honor system.

A feature of the night session tomorrow will be an address by Hon. O. L. Evans, president of the Virginia Road Builders' Association. Mr. G. Herbert Smith, of Acme, will discuss the importance of State Highways. These addresses will be followed by progress reports on North Carolina highways by the trustees from the various counties in cluding the Wilmington-Goldsboro highway, the Wilmington-Charlotte Highway, the Wilmington-Fayetteville Highway, the Charlotte-Asheville highway, the Crest of the Blue Ridge highway, Triangular highway, the Charlotte-Pinehurst-Raleigh highway and the Asheville-Murphy Scenic highway.

An address by Mr. Leonard Tufts, of Pinehurst, president of the North Carolina Agricultural Society, will be a feature of the meeting Friday morning.

Different phases of the subject of Federal Aid will be discussed at this session by Mr. C. A. Kenyon, director of the American Highway Association, of Indiana; Mr. J. E. Pennypacker, of the U. S. Office of Public Roads and Rural Engineering, and Mr. W. S. Fallis, State Road Engineer of North Carolina.

Hon. E. A. Stevens, president of the American Road Builders' Association, is on the programme for an address of much importance on the relation between good roads and preparedness. Mr. O. E. Wilson, chairman of the Good Roads Committee of the North Carolina Division of the T. P. A. will discuss sign boards.

The afternoon session Friday will be devoted to the transaction of business of the convention. Hon. J. W. Little on behalf of the Wilmington Highway Association will present pictures of New Hanover's roads to neighboring counties and the announcement of the awards of prizes will then be made.

The final event of the convention will be the grand illuminated parade from the Oceanic Hotel to Lumina on Friday night. This will be followed by a souvenir dance at Lumina.

Social Features of Convention.

Daily fishing trips(outside), under auspices of the New Hanover Fishing Club. Boats will leave Oceanic Hotel pier at 5 a. m. Wednesday, Thursday and Friday. Delegates wishing to go on these trips are requested to register with the secretary of the convention not later than 8 p. m. on the previous day. Committee in charge: T. G. Empie, chairman; A. J. Mitchell, H. R. Aiken, J. L. Galloway, W. E. Yopp, T. N. Rowell, D. N. McIntosh, Walter Stokely and E. D. Harvey.

Surf Bathing—Bathing parties every morning from 6 to 10 a. m. Special life guard will patrol beach during these hours.

Wednesday Night 8 P. M.—Informal "Get-Together" meeting, Oceanic Hotel. All delegates and friends cordially invited. A good time is assured.

Wednesday Evening, 5 P. M.—Entertainment by members of Rotary Club at Oceanic Hotel.

Thursday Morning, 10 A. M.—An automobile trip has been arranged for showing the delegates New Hanover county roads and to give those who desire an opportunity to study the construction of bituminous macadam roads and patrol system of maintenance of roads, etc. Demonstration of treatment of water-bound macadam with tarvia and granite chips will be by the Barrett Company, of Philadelphia, under the supervision of Mr. W. H. Tourison. Automobiles will leave the City Hall, Wilmington, promptly at 10 A. M. Those simply wishing to see the roads of New Hanover will, on returning, be driven to the city, where they can take cars for the beach and reach there in time for lunch. The others will have lunch served at the Carolina Petal Products Company at 12 o'clock noon. Those who wish to make this trip should hand their names to the secretary by 5 p. m. the evening before. Delegates are urged to be sure and register.

Thursday Evening—5 P. M.—Athletic feats, races, etc., by boys of Young Men's Christian Association and delegates on beach in front of Oceanic Hotel. Prizes for all events.

Friday Night, 8 P. M.—Grand parade and souvenir dance. The grand parade will start from Oceanic Hotel at 8 P. M. and march to Lumina, where a souvenir dance will be held. County delegations will march together displaying flags and banners telling of resources and important facts regarding their county. Delegates from cities and associations will also carry banners giving descriptions of their importance. This parade and dance will be one of the most enjoyable features of the convention, and all are urged to stay and take part in it.

The social clubs of Wilmington and Wrightsville Beach are widely known for their hospitality. In Wilmington there are the Cape Fear Club, the Elks' club and the Germania club. At the beach, the Carolina Yacht Club, and the Hanover Seaside Club. The members of these clubs will take pleasure in extending to their friends among the delegates the facilities and hospitality of these institutions. Any delegates desiring to play golf will kindly apply to the committee appointed to take charge of this feature through the Bureau of Information.

Free moving pictures will be shown at "Lumina" each night. Among the reels shown will be those of bituminous materials and explosives in road construction.

During the sessions of the convention soft drinks will be served to delegates in the auditorium.

Prizes to be awarded by the association are on exhibit at Honnet's jewelry store.

Be sure and wear your badges, which are cards of admission to all functions.

Cars leave Electric Center, Front and Princess streets, every half-hour for the Beach, and returning leave Lumina every half-hour for the city.

The entertainment features of the convention have been arranged by the Wilmington Highway Association, of which Mr. W. A. McGirt is chairman, Mr. H. B. Branch is secretary and Mr. J. A. Orrell is treasurer.

The administrative details have been in the hands of an executive committee which is composed of J. VanB. Metts, C. VanLeuven, W. D. McCaig and Roger Moore. Other local committees are:

Reception Committee— Mayor P. Q. Moore, chairman; M. S. Willard, Hugh MacRae, M. W. Divine, James M. Hall, Dr. Charles T. Nesbitt, M. J. Corbett, B. A. Merritt, L. W. Solomon, W. E. Yopp, Prof. John J. Blair, H. C. McQueen, L. W. Moore, W. B. Cooper, C. W. Polvogt, L. M. Bunting, L. E. Hall.

Entertainment Committee— H. Lacy Hunt, chairman; E. L. Hinton, T. A. Green, C. E. Taylor, J. S. Williams, J. J. Loughlin, Thomas H. Wright, J. R. Murchison, Theodore G. Empie, M. F. H. Gouverneur, J. Allan Taylor, T. E. Cooper, T. R. Ames, Will Rehder, Ed. H. Munson, George H. Hutaff, Dr. Thomas B. Carroll.

Publicity—W. D. MacMillan, Jr., chairman; G. P. Galvin, J. E. Thompson, W. E. Laweon, Jos. W. Little, H. B. Branch, J. B. Huntington, Frank Mead, W. F. Jones, W. E. Price, J. R. Hanby, Z. W. Whitehead, Eric Norden.

Finance—L. E. Hall, chairman; W. H. Sprunt, Col. Walker Taylor, Milton Calder, J. A. Orrell, M. W. Jacobi, C. C. Covington, J. B. Rice, Joseph W. Yates.

Automobile—Paul B. Bell, chairman; H. L. Fennell, Neil McDuffie, B. B. Cameron, I. W. Cooper, J. P. Herring, W. A. Cannon, R. F. Johnson, Frank Herbst, J. H. Niggel, Jr., George Honnet.

Wilmington - Charlotte - Asheville Highway—G. Herbert Smith, chairman; D. C. Love, Louis Goodman, D. C. North, H. E. Boney, T. D. Love.

Wilmington-Fayetteville Highway—Dr. G. K. Patterson, chairman; S. F. Highsmith, P. B. Bell, C. E. Cooper, C. R. Humphreys, A. B. Croom, Jr.

Wilmington-Goldsboro Highway—Geo. B. Elliott, chairman; S. M. Boatwright, D. L. Gore, Geo. Honnet, W. J. Hutaff, S. A. Mathews.

Roads and Streets—W. J. Bradshaw, chairman; J. T. Kerr, John J. Furlong, R. A. Burnett, L. T. Landen.

Traffic—A. B. Skelding, chairman; T. C. White, E. E. Hunter, John W. Harper, J. G. McCormick, E. T. Taylor, L. Stein.

Wilmington Highway Association.

The Wilmington Highway Association, composed of representatives from the Chamber of Commerce, Rotary Club, the City Council, and the Board of Commissioners of New Hanover county, was primarily organized to advance the interest of the North Carolina Good Roads Association and to entertain the annual convention here this week. Co-operating with Dr. Joseph Hyde Pratt, secretary of the North Carolina Good Roads Association, the Wilmington Highway Association planned and carried out a most effective campaign for road improvements and State highways, particularly impressing the people with the necessity of good roads in Eastern North Carolina.

The association has emphasized the need for improved roads leading into Wilmington and the great benefits that will recur to this section, with improved highways connecting up the leading cities of the State. It has forcibly brought to the attention of the people in the surrounding counties the need for a more effective outlet and it has caused them to realize the necessity as never before, as attested by the large number of people who are interested and are in attendance upon the convention to contend for better highways in this section of the State. The association has conducted the most thorough campaign for good roads ever known in this State, and has covered every section of North Carolina in a manner that reflects credit upon Wilmington and New Hanover county. With the aid of the Wilmington people who so generously contributed to the success of the movement, the North Carolina Good Roads Association has been greatly strengthened and will be in a position to do bigger things for the general prosperity of the State in the future. The Wilmington commercial organizations, co-operating under the name of the Wilmington Highway Association, have done a wonderful work, with no lack of interest or enthusias min carrying the general plans to success. The co-operation has been nothing less than remarkable, and those who are behind the movement are confident that the results will be all that could be asked.

Railroads Assisted.

The Southern Railway, Seaboard Air Line and the Atlantic Coast Line have co-operated most effectively in bringing to the attention of the people of the State the Good Roads Convention. The Southern Railway has been notably aggressive in doing their part to advertise the meetings at all points on their line in the State. A most excellent poster, giving general information about the convention, with good photographs including one of Wrightsville Beach, was sent out from the office of Mr. W. H. Taylor, passenger traffic manager, of the Southern railway. The Seaboard Air Line and Atlantic Coast Line have also advertised very effectively the special rates to the convention and with the three railroads behind the movement, the advertising campaign has been greatly augmented. The advertising has been so directed that it has brought home the need of good roads to the progressive people of North Carolina.

The publicity committee in Wilmington prepared a splendid and particularly serviceable map of North Carolina showing the present highways and those in prospect; it has sent out several thousand placards and had them posted in practically every city of the State; some 75 slides announcing the good roads convention and its importance have been shown in practically all of the moving picture shows in the State; thousands of good road posters, stickers, cards, etc., have been used to good advantage. The committee has been very successful in having the official good roads' colors painted on the telephone poles leading into Wilmington, for the direction of automobilists. A splendid programme for the convention, which will serve as a souvenir of Wilmington, has been printed under the direction of the committee.

The completed programme follows:

The Programme.

Tuesday, June 20—8:30 P. M.

Meeting of exetucive committee of the North Carolina Good Roads Association at the Oceanic Hotel, Wrightsville Beach.

Wednesday, June 21—5-6 A. M.

Fishing Parties.

Arrangements have been made for those who wish to do fishing, to leave the Oceanic Hotel Pier at 5 a. m. sharp and return in time for the morning session.

9-10:30 A. M.

Registration of delegates at secretary's office, Oceanic Hotel.

Morning Session—10 A. M.

Mr. H. B. Varner, president North Carolina Good Roads Association, presiding.

Selection—Music by Don Richardson's Orchestra.

Invocation—Dr. J .M. Wells.

Selection—Acme Male Quartette.

Addresses of welcome:

For City of Wrightsville—Thomas H. Wright, mayor.

For City of Wilmington—Parker Quince Moore, mayor.

For New Hanover County—W. A. McGirt, chairman of the Board of County Commissions.

For Wilmington Highway Association; Col J. Van B. Metts.

Responses to the address of welcome: H. B. Varner, president, N. C. Good Roads Association; Hon. E. L. Daughtridge, Lieutenant-Governor of North Carolina.

Reports of officers:

Report of Secretary—Joseph Hyde Pratt.

Report of Treasurer—Joseph G. Brown.

Report of Director—D. Tucker Brown.

Appointment of committees:

Committee on nominations and next meeting place.

Committee on resolutions.

Legislative committee.

Membership committee.

Committees on road subjects:

Committee on maintenance of roads.

Committee on road sign boards.

Committee on state highways.

Committee on automobile tax.

Committee on work of State's prisoners.

Committee on work of county prisoners.

Committee on Federal aid.

These special committees on certain road subjects or problems will make their reports at the evening session on June 23.

Afternoon Session—2:30 P. M.

Mr. W. A. McGirt, presiding.

Work of State and County Prisoners.

Economic Use of Prisoners in Road Construction: Joseph Hyde Pratt, State geologist.

Health and Sanitation of Prison Camps: Dr. Charles T. Nesbitt, superintendent of Health of Wilmington and New Hanover county.

Sanitary Prison Camps: Dr. W. S. Rankin, secretary, State Board of Health.

The Honor System: Charles Henry Davis, president, National Highways Association.

Address: Hon. T. W. Bickett, Attorney General of North Carolina.

Discussion.

5 P. M.

Athletic feats, races, etc., by boys of Y. M. C. A. and delegates. In front of the Oceanic Hotel.

Night Session—8 P. M.

State Highways: Hon. Q. L. Evans, president, Virginia Road Builders' Association.

Importance of State Highways: Mr. G. Herbert Smith, of Acme, N. C.

Progress reports on North Carolina Highways.

Central Highway: Trustees from the various counties.

Wilmington-Goldsboro Highway: Hon. R. D. Johnson, of Warsaw, N. C., and Hon. G. B. Elliott, of Wilmington, N. C.

Wilmington-Charlotte Highway: Hon. J. C. M .Vann, of Monroe, N. C.

Wilmington-Fayetteville Highway: Major George E. Butler, of Clinton, N. C.

Charlotte-Asheville Highway: (Hickory Nut Gap Road), Dr. M. H. Fletcher, of Asheville, N. C.

National Highway.

Atlantic Highway.

Capital Highway: Mr. Leonard Tufts, of Pinehurst, N. C.

Winston-Salem-Bristol, (Tenn.) (Blowing Rock) Highway, which includes the U. S. government Post Road connecting Winston-Salem with Statesville: James A. Gray, Jr., of Winston-Salem, N. C.

Crest of the Blue Ridge Highway: Dr. Joseph Hyde Pratt, of Chapel Hill, N. C.

Triangular Highway: Fred N. Tate, of High Point, N. C.

Charlotte-Pinehurst-Raleigh Highway: Mr. W. L. Mann, of Albemarle, N. C.

Asheville-Murphy-Scenic Highway: C. E. Wood, of Murphy, president Asheville-Murphy Scenic Highway Association.

Afternoon Session—3 P. M.

Road Maintenance.

Patrol System of Maintenance: D. H. Winslow, Senior Engineer in Charge of Maintenance of the U. S. Office of Public Roads and Rural Engineering.

Maintenance of Roads in Maryland: Henry G. Shirley, State Road Engineer of Maryland and President of American Association of State Highway officials.

New Hanover County's System of Maintenance: M. S. Willard, member of board of County Commissioners of New Hanover county.

Broad tires:

Discussion.

The Automobile Tax.

What the Automobile Tax Should Be Used For: Dr. H. M. Rowe, president of the American Automobile Association, Baltimore, Md.

North Carolina's Automobile Tax: What is it Used For? D. Tucker Brown, director, North Carolina Good Roads Association, and W. D. MacMillan, Jr., member of New Hanover Board of Commissioners.

Discussion.

5 P. M.

Entertainment by members of the Rotary Club at Oceanic Hotel.

8 P. M.

Informal Get-Together-Meeting All delegates and friends cordially invited. Oceanic Hotel.

Thursday, June 22—5-6 A. M.

Fishing Parties.

Arrangements have been made for those who wish to go fishing, to leave the Oceanic Hotel Pier at 5 a. m. sharp, and return in time for the morning session.

6-10 A. M.—Surf Bathing

Morning Session—10 A. M.

Inspection of New Hanover county roads and demonstration of treatment of water-bound macadam with Tarvia and granite chips, by the Barrett Company, of Philadelphia, under supervision of W. H. Tourison. Automobiles will leave City Hall, Wilmington, promptly at 10 a. m.

12 M.—Luncheon.

Luncheon will be served at the plant of the Carolina Metal Products Company, G. P. Calvin, manager, where the delegates will be the guests of the company.

Friday, June 23—5-6 A. M.

Fishing Parties.

Arrangements have been made for those who wish to go fishing to leave the Oceanic Hotel Pier at 5 a. m. sharp and return in time for the morning session.

Surf Bathing.

Morning Session—10 A. M.

Mr. W. C. Boren, Chairman, Board of County Commissioners, Guilford County, Presiding.

Address: Hon. Leonard Tufts, president North Carolina Agricultural Society.

Federal Aid.

Different Phases of this subject will be discussed by: Mr. C. A. Kenyon, director of American Highway Association, of Indiana; Mr. J. E. Pennypacker, of the U. S. Office of Public Roads and Rural Engineering; Mr. W. S. Fallis, State Road Engineer of North Carolina.

Discussion.

Good Roads and Preparedness: Hon. E. A. Stevens, president, American Road Builders' Association.

Sign Boards: Mr. O. E. Wilson, chairman of Good Roads Committee of the North Carolina Division of Travelers' Protective Association.

The County Commissioners and Road Work, Dr. O. G. Falls, president, North Carolina Association of County Commissioners.

Afternoon Session—2:30 P. M.

Reports of committees.

Business session of the North Carolina Good Roads Association.

Presentation of Pictures to Neighboring Counties by the Wilmington Highway Association, by Major Joseph W. Little, representing Wilmington Highway Association.

Awarding of Prizes Offered by the North Carolina Good Roads Association.

Evening Session—8 P. M.

Grand parade and souvenir dance at Lumina. Parade will start from Oceanic Hotel.

AUTOMOBILE TAXATION SITUATION DISCUSSED

(Continued From Page One.)

congressmen agree "on the good old American interstate ideas of communication contained in the bill."

Referring to the early days of the motor car, Representative Adamson said: "I was not at all alarmed when the first horseless vehicles began to spurt around through the country. I thought they were great things. I had read in history that our predecessors on this mundane sphere had had some primitive elemental idea of vehicles, but that they had never exactly struck the proper chord to make them available. When they began to come into vogue I foresaw that they were going to be universally used, that they were going to lead the good roads building, that they were going to overcome the prejudices of the country people by carrying the motorists out through the country and raising the prices of everything the country people had to sell and giving to the townspeople the reciprocal benefit of getting those things fresh in return for paying a little higher price for them. It has been genuine progress in the use of the automobile. Now cars are not confined as luxuries to the rich and the imitators of the rich, but are used by the masses of the people who really need transportation facilities and so self-propelled vehicles are being used by the millions."

Charles T. Terry, former chairman of the A. A. A. Legislative Board and now its general counsel, who had in hand the original Federal registration bill, utters this concise summation of the situation: "Good roads amount to nothing unless the laws are such that they may be used freely. If we are really a nation, then the so-called boundaries between the states are nothing but imaginary lines. They have no existence when a Federal question is raised as to the duty of citizens of this country. If war were to be declared it would be asserted without contradiction in any quarter that every citizen owed his particular duty to the protection of his country, irrespective of and above any duty he might owe to his state. That Federal duty, along with the Federal right, must be, if it exists at al, reciprocal between the individual and the nation. Men would be called upon, because, why? They are citizens of the country. State lines would be obliterated. Why isn't it equally true that when the right is one of the individuals, state lines also should be obliterated?"

NEW HANOVER LEADS IN ROAD MAINTENANCE

(Continued From Page One.)

be able to conserve the good roads they already have."

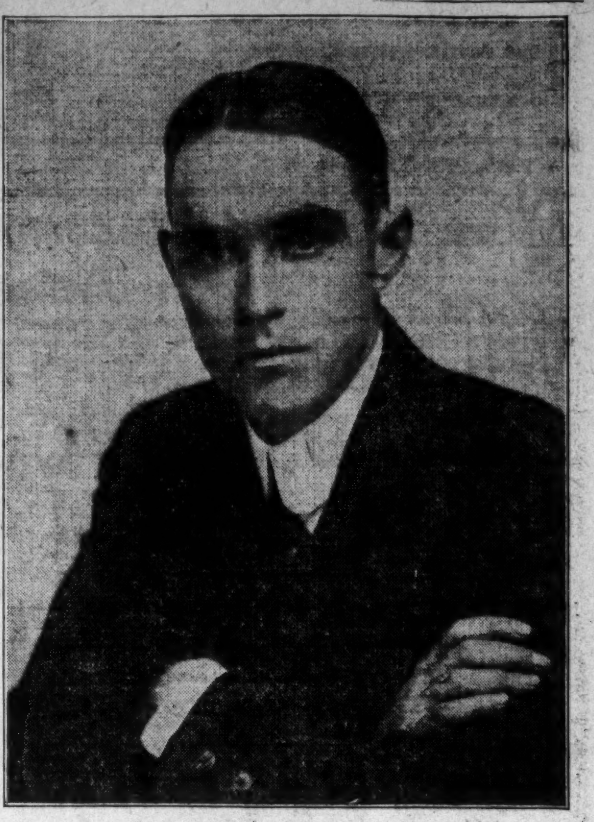
The maintenance of roads will be the subject to be discussed at the afternoon session of the good roads convention today. A paper, prepared by Mr. Henry G. Shirley, State Road Engineer of Maryland and president of the American Association of State Highway Officials, will be read by Dr. Pratt. Mr. Martin S. Willard, of Wilmington, will explain how the roads of New Hanover are maintained. There will be other addresses on this important subject.

"Another important question is what is to be done with the automobile tax," said Dr. Pratt yesterday. "There are some who believe that all of it should go into the State treasury to be used for building roads where most needed while I believe that it should be used exclusively for road maintenance. The new Federal Aid bill provides that where the government undertakes to construct roads that the states and counties shall co-operate in keeping up the roads. I believe that one of the ways in which we can aid greatly in building up the roads is by using this State tax on automobiles for maintenance. However, by discussing this question we can reach an intelligent solution."

Dr. H. M. Rowe, president of the American Automobile Association, of Baltimore, Md., will this afternoon make an address on what he considers the automobile tax should be used for. Mr. D. Tucker Brown, of Chapel Hill, and Mr. W. D. MacMillan, Jr., of Wilmington, will discuss this question.

Another point mentioned by Dr. Pratt of which he especially approves in the New Hanover roads is that traffic regulations are taken into consid-

NEW HANOVER'S COUNTY CHAIRMAN



Chairman W. A. McGirt, of Wilmington, who had general supervision of all local arrangements for the convention, and all round live wire.

eration in determining the kind of road to be built. For instance, where the traffic is quite heavy as on the Wrightsville turnpike, a sand-clay road would manifestly be inadequate while on other roads, where the travel is quite light, a sand-clay road meets all needs and being much cheaper than a hard road, it is best to use that type.

Dr. Pratt expressed the hope yesterday that many of the delegates would make a tour of inspection of the New Hanover roads. Chairman W. A. McGirt, Road Superintendent R. A. Burnett, Farm Demonstrator J. P. Herring and a number of others who are well acquainted with local road construction will be glad to give particulars and to arrange for trips over the roads.

GOOD ROADS UNDERTAKINGS NOW UNDER WAY IN STATE.

Some New Construction Work Laid Out by Counties and Townships.

Pitt county, Winterville township will vote on $50,000 bonds to construct road.

Pitt county, Ayden township, will vote on $50,000 bonds to construct roads.

Greenville—City asks bids until July 6 for street improvements: 30,000 square yards bric, asphalt, bitulithic or other pavement; 25,000 lineal feet granite curb; 20,000 lineal feet concrete gutter; 1,000 square yards sidewalk, with drainage, etc.

Henderson—City will construct $5,000 feet concrete curb and gutter, with storm drainage; open bids June 29.

Kinston, Lenoir county commissioners let contract R. G. Hill & Co., of Birmingham, Ala., to construct 32 miles sand-clay roads; $30,000 available.

Morganton—Town will construct 6,000 yards of concrete paving on West Union street; C. T. Cain, town manager, receives bids until June 20.

New Bern—Craven county will construct sections of Trent and Vanceboro roads; cement gravel; bids until July 3rd.

Reidsville—City will grade and pave with sheet asphalt about 20,000 square yards of Main street; bids until June 21.

Shelby—City let contract Ely Construction Co., Chattanooga, Tenn., at total of $43,946.50 for street improvements, including 26,232 square yards pavement, 4,947 lineal feet curb, 904 feet concrete header, 140 feet 12-in. and 480 feet 12-in. terra cotta drains, etc.

Tarboro—Edgecombe county commissioners, will construct 10 miles sand-clay roads; receive bids July 3.

Warrenton—Warren county, River township voted bonds for road construction.

Washington—Beaufort county, Washington township, will construct 80 miles of road under supervision of W. L. Snowden, engineer; voted $50,000 bonds.

Read Star Business Locals.

House By the Side of the Road

There are hermit souls that live withdrawn
In the place of their self-content;
There are souls, like stars, that dwell apart,
In a fellowless firmament;
There are pioneer souls that blaze their paths
Where highways never ran—
But let me live by the side of the road
And be a friend of man.

Let me live in a house by the side of the road
Where the race of men go by—
The men who are good and the men who are bad,
As good and as bad as I.
I would not sit in the scorner's seat,
Or hurl the cynic's ban—
Let me live in a house by the side of the road
And be a friend to man.

I see from my house by the side of the road,
By the side of the highway of life,
The men who press with the ardor of hope,
The men who are faint with strife.
But I turn not away from their smiles nor their tears—
Both parts of an infinite plan—
Let me live in a house by the side of the road
And be a friend to man.

I know there are brook-gladdened meadows ahead
And mountains of wearisome height;
That the road passes on through the long afternoon
And stretches away to the night.
But still I rejoice when the travelers rejoice,
And with the strangers that moan,
Nor live in my house by the side of the road
Like a man who dwells alone.

Let me like in my house by the side of the road
Where the race of men go by—
They are good, they are bad, they are weak, they are strong,
Wise, foolish—so am I.
Then why should I sit in the scorner's seat
Or hurl the cynic's ban?
Let me live in my house by the side of the road
And be a friend to man.

—SAM WALTER FOSS.

GOOD ROADS EVERYWHERE!

WE STAND FOR THIS
AND WANT TO SEE YOU LINE UP AND

BOOST

DODGE BROTHERS CARS

$785.00

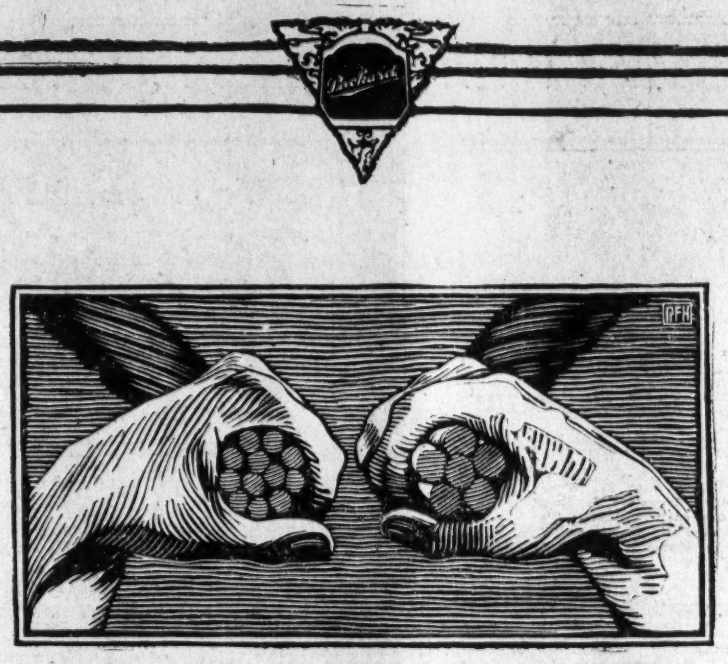
F. O. B. Factory

AJAX TIRES

Guaranteed 5,000 Miles

WILLARD BATTERIES

Service and Repairs



Plus-power! Divide the strands into smaller units and you thereby increase the strength of the cable

And now we have two to do the work of one—two compact blocks of cylinders—in place of one large and heavy block.

It's six plus six—all twins—sturdy twins—6+6.

By dividing the units we have not only made a lighter motor—but we have made a more powerful, a quieter, a more smoothly running motor.

And what is even more important, we have made a safer car by making a more agile and responsive motive mechanism.

This is the *most important* development that has ever been made in the Packard car.

It is a big forge ahead. And it means new possibilities for motor comfort, safety, delight—for you.

Achievement! Time has demonstrated that the Twin Six is the great achievement in automobile development.

W. D. MacMillan, Jr., will cheerfully show you how the new Packard will serve better than any car has ever served before. Prices, $2750—$3150 and upward—f. o. b. Detroit.

Ask the man who owns one

Packard TWIN-6

W. D. Mac Millan, Jr.,
Wilmington, N. C.

BUICK Light Six

$1025.00

F. O. B. Factory

KELLY-SPRINGFIELD TIRES

6,000 to 7,500 Miles

VEEDOL

Your Motor Will Do Better With It

W. D. MACMILLAN, JR.

108-110 NORTH SECOND STREET

OVERLAND $615 F. O. B. Toledo

OLDSMOBILE "8" $1,195 F. O. B. Lansing, Mich.

FRANKLIN $1,950 F. O. B, Syracuse, N. Y.

CADILLAC $2,080 F. O. B. Detroit

These Are the Four Best Cars In Their Class

That Money and Brains Have Been Able to Produce

They Stand For All That a Good Automobile Should Stand For — SERVICE AND SATISFACTION — Combined With Minimum Up-Keep — The Average Good Roads Enthusiast Appreciates These Facts

Exclusive Sale of

Good Year Fabric and Cord Tires

SEE WINDOW

Selling Agents For

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Good Roads Delegates Make Our Place Your Headquarters

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Automobiles — Garage Service Station — Accessories

THE RELATION OF GOOD ROADS TO PREPAREDNESS

Discussed by President Davis, of National Highways Association.

One of Prominent Speakers at Good Roads Convention Points out The Necessity of Having Well Constructed System.

Our National highways both rail and road and their inter-relation to preparedness in times of peace and in times of war was the subject of a recent very interesting article in the Manufacturers' Record, of Baltimore, by Hon. Charles Henry Davis, president of the National Highways Association, who is on the programme for an address at the North Carolina Good Roads Convention at Wrightsville Beach this week.

After pointing out the fact that the government recently called into its councils a body of civilians and other steps for better preparedness and the further fact that not a single step had been taken towards securing adequate transportation in the event of war, President Davis continues as follows:

"The recent sudden and arbitrary embargo on export freight by some of the trunk-line railroads terminating at New York, Philadelphia and Baltimore warns us sharply of our 'unpreparedness' even in times of peace within our borders. "Arbitrary" is the proper term, for had it been the act of government-owned railroads there would have been instant upheaval of our people and of far-reaching effect.

"But this freight congestion is not something new to the public. It occurs and reoccurs at every advent of our great revivals in business activity. Always at such times our railroads are unable to properly handle the business offered to them. Why should they? They are not responsible for the care and well-being of the nation. They are privately owned and run for private profit and not primarily from the point of view of the public good.

"This is no criticism of them, their owners or their management. It is a plain fact due to the conditions of their existence and their growth. Any manufacturer knows that his plant can only be profitable when run as near to its maximum capacity as possible and for as long as possible. The smaller his margin of expansion the more constant and larger his profits. He cannot afford to have a large idle plant on his hands. Such a plant would mean great losses. So it is with the railroads. Obviously under private ownership such conditions will always exist and will grow worse as our population increases. The railroads have no inducement to provide for the prompt handling of excessive and abnormal demands upon them that they know will last only a short time.

"It is stated that 50,000 loaded cars are in transit that cannot be handled at our eastern seaports. Loaded freight cars are standing on hundreds of miles of siding within two or three hundred miles of these terminals.

"These cars cannot be moved. Flour, grain, lumber, iron and steel are stopped in transit. Lack of cars and locomotives, inadequate harbor facilities, docks, lighters, vessels, terminals and tracks are all partly held responsible for the trouble.

"This being true in time of peace and likely to continue so, is it not obvious that in time of war we would find ourselves absolutely without the needed transportation facilities? Such preparedness is the rock upon which battles are won or lost.

"The French, in 1870, were defeated largely for that reason. Troops held for days where they are not supposed to be, without support of supplies and food, become mobs, and mobs cannot fight.

"Battles cannot be successfully fought unless the machinery of transportation for men, horses; artillery, equipment, ammunition, supplies and food is on time like clockwork. There can be no waiting, no delays, and promptness in executive depends primarily upon transportation.

"But our privately owned railroads cannot be required to spend any monies for purposes of military defense. Our laws do not even provide or permit such preparedness. Our railroads, their location, equipment, tracks and terminals have in no manner been devised with any thought whatever as to utility in time of war. No railroad owner or manager feels any responsibility, therefore, and rightly. Our government cannot even require it of such private capital and property. Such is our pitiable plight should we be compelled to call on our railroads for a service for which no preparation has been made. And it cannot be done in a day or a week or a month or, in fact, within several years. You cannot build a toy or candy factory and over night equip it for some real work of the world! None of this is an indictment of our wonderful system of railroads. Poor things, they have done the best they could under most adverse conditions over which they have had but little control!

"And how well equipped do we find our country in highway transportation facilities? Worse, far worse, than our railroads. And yet our highways should supplement our railroads as well as perform their natural functions. As a matter of fact, to all intents and purposes, we have not even begun to get good highways for peaceful, industrial uses. One can only travel a few miles over a good road before coming to many, many miles of poor roads and more of utterly vile ones for many months in the year. Hardly a mile of even our so-called good roads could stand the constant, intensive traffic of a military campaign. They have not been located or built with any thought of such possible use. Most of them are not even wide enough for industrial uses, to say nothing of their construction.

"We seem to go ahead with our eyes shut and our minds closed to what Europe has accomplished in highway building. Many of our so-called road officials are butchers, bakers or candlestick makers, quite incapable of doing what should be done even though told told what was necessary.

"Our system or roads could be made to help out our railroads both in times of peace and times of war. There is, however, but one way to attain these results within any reasonable cost and time. Just as town or township roads were unable to properly serve a county, so county roads were found inadequate for state needs, and now we are seeing that state roads cannot serve the Nation.

"We must have a fourfold system of highways—national, state, county and town or township—before we can possibly hope for a road system that will serve our people. As these roads are paid for by the people, owned by the people and free to all the people, they can be located and built primarily to best serve the people, both in peace and in war.

"Our states do not permit their counties to dictate the terms and conditions under which state highways shall be built. Our states would scout the idea of leaving to their counties the building of state highways passing through said counties. The nation cannot permit the states to dictate the terms and conditions upon which our national highways shall be built. The nation cannot permit the states to build them piecemeal. The nation must do the work, pay for it, and afterwards maintain our great system of nation highways that they may 'exist in favor, foster and further the development of good roads everywhere in the length and breadth of these United States of America, and which will secure the benefits—social, moral, commercial, industrial, material, educational and personal—in the progress and uplift of the American people which follow in the train of easy intercommunication and transit between the great centers of population and distribution and the great rural productive areas of the nation, and to bind the states together in a common brotherhood and thus perpetuate and preserve the Union.'"

KENTUCKY UTILIZES CONVICTS ON ROADS

New System Endorsed by State Federation of Labor.

Takes the Place of the Old Contract System, Which Only Enriched the Prison Contractor—Provisions of Law Stated.

Washington, D. C., June 20. — The General Assembly of Kentucky in 1916 passed a law providing for the utilization of convict labor in the construction of roads and bridges. The constitution of Kentucky formerly prohibiteed the employment of prisoners outside prison walls, but an amendment was carried in 1915 removing this restriction.

The law of 1916, passed as a result of this amendment, was drafted by Senator Huffaker, of Louisville. Peter Campbell, chairman of the legislative committee of the State Federation of Labor, writes the National Committee on Prisons that the law has the approval of the State Federation of Labor.

The law provides that those who were convicted upon minor charges can be used in this work, and those convicted on the graver charges after they have served a minimum of five years in the penitentiary. Men convicted of such felonies as arson, etc., are prohibited from road work.

The law provides for the employment of civil engineers to superintend the construction of the roads; also for the necessary equipment and transportation of convicts.

The Fiscal Court of any county is authorized to notify the Commissioner of Public Roads when the county has set aside funds sufficient to take advantage of the present State Aid road law and is desirous of constructing inter-countyseat roads with convict labor. The Commissioner of Labor shall then secure from the Board of Prison Commissioners the necessary convicts and immediately begin the construction.

The labor of the convicts is to be charged at the rate of one dollar per day for each convict, paid out of the road construction funds.

The prisoners shall work an average of ten hours per day, the number of hours per day in any one month varying according to the seasons and regulated by the Board of Prison Commissioners and the Commissioner of Roads. Each prisoner shall receive from his earnings a sum per day not less than five cents nor more than fifteen which shall be paid to him or some dependent member of his family. Twenty-five per cent of such earnings shall be held until the time the prisoner is paroled.

Much good is hoped for from the inauguration of this new system in Kentucky. The old contract system has but one aim, to enrich the prison contractor. The convict, under the old system, was driven to his utmost capacity while the cost of his maintenance was reduced to the lowest amount possible. The free worker also suffered from the unfair competition of the convict-made goods.

The National Committee on Prisons believes that in a few years Kentucky will be one of the first states in her method of employing convicts and that great good will result to the state and the convicts.

FROM MOUNTAINS TO ATLANTIC COAST

(Continued From Page One.)

build an automobile concrete bridge just below Blewett Falls dam, which will answer all purposes, except in exceedingly high water. Material for this is convenient and cheap. Private parties have offered to have this bridge constructed provided they are allowed to make a maximum charge of 25 cents each way. This offer assures the bridge.

Plans were being perfected for a tour from Charlotte to Wilmington over this proposed route, on which Pinehurst and Fayetteville will be taken in. This tour was to be made this week reaching Wilmington in time for the Good Roads Convention. O. L. Barringer, W. A. Dail, C. C. Coddington, A. Burwell, Jr., David Owens, James R. Kinsloe, Julian Little, Capt. J. A. Parker and others of Charlotte were asked to look after that end of the proposed tour. Dr. Hyde Pratt, secretary of the North Carolina Good Roads Association, and W. L. Spoon, Highway Engineer, were asked to accompany this tour, together with the Mecklenburg County Commissioners. This delegation was to be met at the Union county line by the delegation from that county, with its Board of County Commissioners, but the trip had to be deferred to a later date.

The citizens' committee from Union was to be headed by F. G. Henderson, J. A. Stewart and others. They were to meet at the Anson county line her commissioners, accompanied by Anson's road engineer, W. B. Kiker, and a large delegation headed by U. B. Blalock, Heray Liles and others.

At Smith's Ferry the entire tour party was to meet the commissioners and an enthusiastic delegation from Richmond county, composed of W. N. Everett, Robert Steel, Jr., W. B. Cole, Doctor McPhail, W. A. Smith, Rufus Little, A. J. Little and others. From this ferry the route was laid out to embrace Aberdeen, Raeford, Fayetteville and on to Wilmington.

On the return the tour will go via Seaboard Air Line route through Maxton, Laurinburg, Hamlet, Rockingham, and crossing the Pee Dee river at Walls Ferry.

It was expected that Anson county would have 15 or 20 cars in this tour. Without any prejudice to any other proposed route, the promoters of this tour believe the route suggested is the logical one from Wilmington to the Moutain City and resorts.

BRUNSWICK INN

WAYNESBORO, VA.

This popular Summer Resort will open for Guests on June 10th, 1916.

For Rates, etc., apply until June 10th, to Mrs. E. A. Robinson, or Mrs. W. A. Williams, 825 West Grace St., Richmond, Va.

PACKARD PRESIDENT GENIUS OF INDUSTRY

Alvan Macauley Recognized in Big Organization.

Henry B. Joy to Become President of Board—All Identified With Highway Improvement

Alvan Macauley, Packard vice president and general manager, will be made president of the company. This well merited recognition of Mr. Macauley's successful handling of the company's business will be conferred by the board of directors at the request of President Henry B. Joy.

At the age of 44 years Mr. Macauley thus becomes sponsor for 12,000 morkmen and the custodian of a property investment of $30,000,000.

Mr. Joy will continue to devote his tireless energy to Packard affairs and in the capacity of chairman of the board, he will remain the chief guiding spirit of the institution which is a monument to his genius. Thirteen years ago Mr. Joy removed the Packard enterprise to Detroit from Warren, Ohio, where it was founded in 1899. His action is considered by many to have been one of the most potent factors in establishing Detroit as the automobile center of the United States.

Mr. Joy is a director of the Wabash railroad, is president of the Lincoln Highway Association and is identified with several important organizations of a patriotic character.

Mr. Macauley was born in West Virginia. He attended college at Lehigh University and was graduated from the law school of George Washington University, Washington, D. C. He was admitted to the bar in the District of Columbia and in the State of Ohio.

He has been prominently identified with three of the most notably successful industrial concerns in the United States—the National Cash Register Company, the Burroughs Adding Machine Company and the Packard Motor Car Company. In 1895 he went to Dayton to be patent attorney for the Cash Register Company. When he left, to become general manager of the Burroughs Adding Machine Company, six years later, he was one of the directing heads of the cash register business. He came to the Packard as general manager in 1910, but remained a director in the Burroughs company.

Two years ago he was made vice president and general manager of the Packard. Mr. Macauley is not merely a manufacturer but has that breadth of vision that makes for leadership in the industrial world. He was the first to act when he realized the danger to the United States from having so many unassimilated foreign units in the population. He announced that employes of the Packard factory, to obtain a promotion to positions of responsibility and trust, must be

(Continued on Page Eight.)

THE CITIZENS OF

WRIGHTSVILLE BEACH, N. C.

The People of Wilmington and

THE TIDE WATER POWER COMPANY

EXTEND A HEARTY WELCOME TO THE

GOOD ROADS CONVENTION

The Delegates - - Road Officials - - Visitors

The Honor Is Ours - The Town Is Yours

May Your Visit Prove One of Pleasure and the More Serious Purposes of the Gathering Accomplish Most Good in the Advancement and Improvement of State Good Roads and National Highways—Which is a Progressive Step in the Right Direction and Has the Full Endorsement and Co-operation of the Public Spirited Citizens of This Municipality and of All of New Hanover County. ∴ ∴

WRIGHTSVILLE BEACH, THE CONVENTION CITY AND BEACH RESORT OF THE SOUTH

HARBOR ISLAND

A Newand Artistic Development for Wrightsville Beach

This development, just started, is on an island situated between Wrightsville Beach and the mainland. The island is to be divided into building lots and developed under the supervision of one of the foremost landscape architects of the country. It wlil surpass any other place of its kind in the South. Anyone wishing to own a summer home at the Seashore will do well to investigate "Harbor Island." For further information communicate with the Tide Water Power Co., Wilmington, N. C.

HARBOR ISLAND AUDITORIUM

A Great Feature for Wrightsville Beach

An auditorium capable of accomodating 3,000 people has been erected on the new "Harbor Island" development at Wrightsville Beach.

This auditorium is within easy reach of all hotels and cottages on the Beach. It will be used for musical and other forms of entertainment, and as a convention hall for the many organizations that make Wrightsville Beach their meeting place. Associations desiring to use the auditorium should address

AUDITORIUM MANAGER,
Care of Tide Water Power Co.,
Wilmington, N. C.

Information For Visitors and Prospective Visitors to Wrightsville Beach the Most Delightful Resort on Atlantic Coast

COOL AND HEALTHFUL

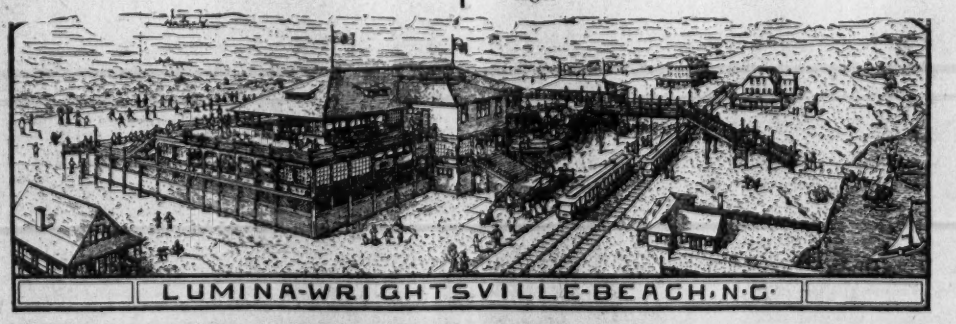
Wrightsville Beach is on an island three miles long, about eight miles east of Wilmington. The island is located so far out from the mainland that the beach enjoys the full benefit of the ocean breezes at all times, the prevailing winds coming from the ocean and not from the land. For these reasons Wrightsville Beach is the coolest seaside resort in the South. It is also one of the most healthful resorts, for on account of the distance of the beach from the mainland there is an absence of mosquitos and other insects. The drinking water is obtained from deep artesian wells, which furnish an abundant supply of pure water.

TROLLEY LINE CONNECTION

The beach is connected with Wilmington by the well-equipped, up-to-date trolley line of the Tide Water Power Company. During the Summer season high speed electric trains run between Wilmington and the beach every half hour from early morning until late at night. A convenient schedule is also operated between seasons. During the season these electric cars meet all important incoming trains at the Union Depot in Wilmington, and carry passengers bound for the beach through to their destinations without change of cars. As this car line extends the entire length of the beach, passengers are delivered practically at the very door of their hotel or cottage.

HOTELS, CLUBS AND BOARDING HOUSES

At Wrightsville Beach there are three hotels, two clubs, numerous boarding houses, about 100 private cottages, and that famous pavilion, "Lumina." Nearly all of these buildings are situated on the ocean side of the beach, many of them at the water's edge. This makes it convenient for surf bathing for those living in the hotels and cottages. Every cottage commands a fine view of the ocean.



CONVENIENT ARRANGEMENT FOR BAGGAGE

Baggage can be checked through to Wrightsville Beach. Incoming baggage will be delivered by a transfer company to any hotel or cottage on the beach at a charge of 25 cents per piece. Outgoing baggage can be checked to destination on through ticket. The transfer company's agent will call at any hotel or cottage on the beach to arrange for checking outgoing baggage. A charge of 25 cents per piece is made for this service.

ALL THE ADVANTAGES OF A CITY

Wrightsville Beach has all the advantages of a city. It has a modern sewerage system, efficient gas and electric service, artesian water supply. The frequent car service connects the Beach directly with the shopping district of Wilmington. The gas mains have just been extended from Wilmington to the Beach.

AT LUMINA

Amusements - Motion Pictures - Band Concerts - Dancing - Bathing - Fishing - Playground for Children - Sail and Power Boats

COLE 8

Good Roads Delegates

Welcome To Our City

REO

The Cannon Auto Company

14 and 16 Market Street

And Annex Wrightsville Sound

"YOURS FOR SERVICE"

CHEVROLET

Make Our Garage Your Headquarters

MITCHELL

NEW JERSEY HIGHWAY LAWS.

Modification of French Road System Adopted in President's State.

Trenton, N. J., June 20.—Introduction of a modification of the French road system so designed as to meet conditions in New Jersey, has been recommended by State Road Commissioner Edwin A. Stevens at a meeting of Governor Fielder's road commission. Although no definite action has been taken respecting the report, which will serve as a basis for future study, it has met the individual approval of several members of the commission. The commission is holding meetings and public hearings. The proposed plan provides for the organization of a state road force, properly graded, subject to civil service, and having charge of all road work involving any form of state aid. Colonel Stevens, in his report to the commission pointed out the complex system, or "mass of laws" under which road work is carried on now in New Jersey. Omitting streets, boulevards and park roads, he said, the work might be divided into three groups. These he designated as laws referring to roads under township or municipal bodies; laws referring to roads under boards of chosen freeholders, acting without state aid, and laws referring to state aid in road work. He suggested a fourth group, state highways, as existing in name rather than in practice. "The object to be sought," said Colonel Stevens, "in any new legislation should be a comprehensive plan for the business-like administration of all of our roads. This must be based on a thorough study of existing statutes, so that no necessary power be overlooked, and a remodeling of provisions as to make them all parts of a state-wide system. We heretofore have relied almost wholly on local control, reserving to the state merely negative powers. These can be, and are, set at naught if the community does not ask state aid. Our traffic and the difficulties incident to its sudden growth have, in my judgment, outgrown the capacity of local bodies unaided and uncontrolled by some central force which can supply the guidance and enforce the co-operation necessary for a successful solution of the problem. All systems of road administration, with which I am familiar, are based upon some classification or subdivision of highways. The first step must be to eliminate streets, boulevards, park roads, etc., which from their very nature, must receive very different treatment from county roads. It then would seem that the remaining roads would divide themselves into at least three classes:

"1. Roads of importance to the whole state, that is to say, trunk lines carrying a large amount of through traffic. These should be state highways.

"2. Roads of secondary importance, main feeders to the trunk line roads, or connecting points of secondary importance. These should be county roads.

"3. Roads of local importance only. "In this state it will be impossible to distinguish between streets, etc., and county roads by the classification of the public body in charge. Streets are hard to define with accuracy. I have suggested leaving the decision to the board. State highways naturally will be selected by some state authority, preferably a board and not the Legislature. They will comprise about 10 per cent of our country road mileage, and will carry some 65 per cent or 70 per cent of the traffic. County roads should be chosen by the freeholders, subject to state approval. The mileage should be limited to about 20 per cent of the total country road mileage. These will carry from 15 to 25 per cent of the traffic. Local roads will constitute about 70 per cent of the total, but will not carry more than 10 to 20 per cent of the traffic. They are, however, of greater importance than might be inferred from this fact. This is due to their effect on real estate values and on the cost of delivery of farm products."

CHAIRMAN OF ENTERTAINMENT

H. Lacy Hunt, of Wilmington, leading member of Chamber of Commerce, and at head of important committee named.

DODGE BROTHERS' MOTORS DEFY SANDS OF DESERT.

With the American Troops in Mexico and What These Cars Did.

Usually when one reads of loose rock, deep sand, swift streams, deserts, blinding dust and of hills and mountains, one thinks of something other than automobiles. Horses, or oxen, or elephants, perchance, you would say, but automobiles, never.

Not so with General Pershing and "the boys" in Mexico. Strangely to them the automobile is the essence of life; it is the one dependable "beast of burden" that has withstood the strain of "The Chase of Villa." Horses have stumbled and died there in those rocky, blinding trails. Men have faltered and wondered where next and how. But the men in the motor cars have kept to the trail, pushing on as relentlessly as the sands themselves into the heart of dreary, recalcitrant Mexico.

Motor car stories coming from there are exciting wonder. Stories of Dodge Brothers cars coming from there are the most wonderful of them all. The narration of experiences to Mr. E. G. Perry, of the Lone Star Motor Co., Dodge Brothers dealers in El Paso, by A. H. H. Beckett, war correspondent, is a marvelous testimonial to the motor car in general and to Dodge Brothers car in particular.

"General Pershing used a big six-cylinder car for a while," said Mr. Beckett, "but now he is using a Dodge Brothers car. And let me tell you that the factory engineers never even thought of such tests as 'Black Jack' is now giving their car. Pershing and his staff ride in nine of them and those cars are on the go 18 hours out of the 24. The mechanics have a chance to do their tuning up in the other six."

Mr. Beckett commented on the Mexican "roads."

"There are none worthy of the name," he said. "The cars have to be driven through sand, over loose rock, up and down grades and even across mountain streams."

And he added this:

"Dodge Brothers cars are standing up remarkably well, and General Pershing has ordered that they be used exclusively by his staff."

"Cavalry," said Mr. Beckett, "cannot keep up with the automobile even in a rough country suc has this." He expressed the belief that if the campaign is likely to be prolonged, automobiles would be made the chief mode of transit.

STATE CONVICTS TO REMAIN ON HIGHWAY

Result of Conference Recently Held Between Governor Craig and Delegations.

Asheville, N. C., June 20.—With the approaching completion of that short length of the Central highway immediately above Marshall, the automobile highway into Asheville from the west will be open to the motor tourists of that section of the country.

The money is now assured to build this length of the Central highway, largely as a result of the conference held in Asheville recently between Governor Locke Craig and delegations from various sections desiring the services of the State convicts. The necessary funds having been subscribed, $1,000 a mile, by the authorities and citizens of Madison in the the vicinity of Marshall, means that the convicts will be kept on that particular stretch of the highway until it is completed. It is believed that this will be done inside of two months.

After this is done, the river road will be started. Here, too, the necessary funds will be raised by private subscription, assurances to that effect having been already given. This is the road between Marshall and Alexander, and as a scenic highway is said to be without a peer.

The opening of these roads means a vastly greater automobile traffic into Asheville, it is said. The mountains of Western North Carolina are not now readily accessible to the motorists of the west. When the short length of the Central highway above Marshall is finished, this condition will be changed, it is said, and the number of machines coming to Asheville from the west will be greatly increased, and at once.

N. C. HIGHWAY ENGINEER

W. S. FALLIS.

FETE TO MARK OPENING

Of Scenic Road From Denver, Colo., to Pagosa Springs Early in July.

Denver, Colo., June 20.—One of the biggest good roads celebrations ever held in the West is to mark the opening of the new Denver-Pagosa-Durango highway cut-off, next July. The towns in the southwestern part of the state have begun the movement to celebrate the opening of the Wolf Creek road, which will be opened this spring, and now the towns and cities on this side of the continental divide are joining in a great celebration. State Highway Commission Thomas J. Ehrhart has received communications from Pueblo, Del Norte, Monte Vista, Salida, Saguache, Pagosa Springs, Durango and other cities, promising participation in the celebration. The road will be finished probably in June. It is completed over the pass, and the only work that remains is well below timber line in the valley of the South Fork of the Rio Grande. It was necessary to re-route the road through this valley. The most difficult part of the work has been completed, across the pass. The road has cost more than $50,000 and the state has put up most of the money. It opens a direct route diagonally across Colorado through a part of the country that has heretofore had no close highway connection with the eastern slope. The heaviest part of the work on the road is on the south side of the continental divide. The road crosses the range at an elevation of about 10,000 feet, and offers easy grades. In one or two places there is a 9 per cent. grade, but the general rise is not over 2 per cent. The road goes through scenery of wonderful beauty. Besides offering a scenic highway of unparalleled attractions, the new road to Pagosa Springs will open a trade outlet to the southwestern part of the state which will be of great commercial benefit.

FOUR NEW CHICAGO BRIDGES

Aggregate Cost of Construction More Than a Million Dollars.

Chicago, Ill., June 20.—Four new bridges across branches of the Chicago river will be opened to the public before July 1, and work on other new bridges is to go ahead rapidly this year, according to Thomas G. Pihlfeldt, city engineer of bridges and harbors. The Montrose avenue bridge, which is to cost $70,000, has already been completed, and was ready for traffic May 15th. In June the Belmont and Webster avenue bridges, costing $300,000 each, will be opened. These bridges are of the bascule type. Late in June the new Lake street bridge now used for elevated traffic only will be opened to street traffic as well. This span cost $600,000 and its complete opening is delayed by the construction of a viaduct over the Chicago, Milwaukee and St. Paul tracks. Work on the Monroe street bridge is to begin at once. Mr. Philfeldt said. It is to cost $350,000, half of the cost to be borne by the Union Station Company, and, it is expected, will be completed by Thanksgiving Day. With the completion of this bridge the Madison street bridge will be ripped out and street cars rerouted over the new Montrose street bridge. The Van Buren street bridge, which was ordered out by the government in September, 1913, is to be removed before the en dof the present year. The new bridge will cost $550,000. The bridge department also has completed plans for the new LaSalle street bridge and the proposed Wells street bridge. It is also working on plans for a bridge connecting Franklin and Orleans streets. Plans for a new bridge at Twelfth street have also just been completed, and it will cost $652,000 and will, according to Mr. Pihlfeldt, surpass all previous bridge architecture in the middle west.

SIDE DITCHES AND OVERSEERS

Some Practical Suggestions in the Way of Draining Road Surfaces.

Road overseers and supervisors have a hard struggle in many places to keep in even possible condition the roads which run through stretches of low marshy ground. In spite of all they can do with the side ditches, the amount of water in the adjacent land is so great that every rain causes mud holes. There is an inexpensive remedy for this condition in some cases, a remedy which many farmers are already applying to drain their lands.

The accumulation of water is due to an insufficient channel to drain it away, even when there is a winding, choked brook or "branch" through the land. If this channel were straight and free from obstruction to a place where the water would run away readily, the land would be drained. To dig such a new channel is usually too expensive for the farmer or the road overseer, but there is another easier and cheaper way to construct it in many cases. This is to blast a channel through the marsh with dynamite. Occasionally, where the water is held on the surface by a layer of clay a few feet thick, overlying a bed of gravel or of other porous material, it is cheaper to blast a large hole through the clay to the porus material. The hole must then be filled with stone, brush and other coarse stuff, so that the clay will not choke up the outlet for the water.

The world may be getting wiser, but there are still a few people who continue to buy second-hand cars on the seller's word.—American Motorist.

PRESIDENT OF ROTARY CLUB

Roger Moore, of Wilmington, who heads live local organization that has made for big success of convention.

CHICAGO AUTO DERBY GREAT MOTOR DUEL

Resta's Victory Over DePalma the Greatest Between Fearless Drivers.

STEEL, SILVERTOWN TIRES

These With Intense Human Grit Were Big Factors in Three Hundred Mile Struggle—Courage of Men Who Drove Racers.

Superlatives may be pardoned when one deals with an automobile contest that continues for 296 miles, practically a "hood to hood" duel, exhaust to exhaust, wheel to wheel, tire to tire, man to man fight for first honors and a purse of $12,000, to say nothing of a big boost in the Goodrich American Automobile Association point race for the fat purse that will go to the master driver of 1916.

When Dario Resta and Ralph DePalma, Italian born, the former piloting his French Peugeot and the latter guiding a German Mercedes started in the field of nineteen good drivers in the Chicago speedway Derby on Sunday afternoon, June 11, before more than sixty thousand spectators, these stars of the throttle carried with them the hopes and fears of a majority of the throng.

It would be idle to essay the task of denying that; and this is no disparagement of the doughty Rickenbacker, the spectacular Eddie O'Donnell, the plucky Wilbur D'Alene, the phlegmatic Josef Christiaens and other pilots in that field of drivers. Followers of racing "simply knew that the Italians would fight it out to the last yard on the two-mile ellipse, if their cars and tires held out, no matter what speed king challenged them for ten laps, twenty laps, fifty laps, aye even sixty-one laps—and Rickenbacker, the man with the heavy foot, did do this latter for that distance retiring ignominiously from the battle of steel, rubber and human stamina when a valve in the motor broke.

Perhaps thousands were thrilled by Rickenbacker's burst of speed, sparing neither himself nor his car, asking no quarter of his rival drivers and giving none. But the majority were there to see DePalma and Resta fight it out. And fight it out in a memorable way did these men of iron nerve, until, after blase followers of motor sports had given way to thrills never before experienced, as the two pilots tore off miles at the rate of 100 miles an hour, had worked themselves in a nervous frenzy, when—something happened to kill that magnificent sensation, that majestic test of nerve, steel, Silvertown Cord tires and human guidance of snorting autos.

There was a tightening feeling at the throats of the DePalma enthusiasts—the small puffs of smoke that suddenly came from the exhaust of the cream colored streak of lightning that was "neck and neck" with the Napoleon Blue of the Peugeot, meant trouble.

"Ralph's jinx is following him" shouted thousands in chorus. "Ah, his Silvertown tires are O. K. and he'll best Resta" in turn shouted others.

But in the twinkling of an eye a spark plug broke and $6,000 was snatched from DePalma's grasp—a mighty costly spark plug. Resta, his Peugeot fairly human in its effort to spurt the remaining four miles of the 300-mile journey, flashed by the pit where the nervy DePalma was making the quickest engine inspection of his career and deciding on the flash to disconnect the offending cylinder and dash around the ellipse to clinch second prize. The crowd knew—the precious seconds that DePalma held in his infinitesimal lead over the lucky Resta had gone. Only a blown tire or some extreme hard luck could wrest victory from Resta. And no power of engine frame, tire or grit of DePalma could bring victory to Ralph. He must be second or worse.

The long, thrilling, sensational driver, the tense, heart-breaking struggle was all but over—Starter Wagner was ready to give the checkered flag to the blue streak. "To bad, Ralph's jinx gets him again" was the way thousands put it.

And in three hours, two minutes and thirty-one and sixty four hundredths seconds after the dash over the starting wire, and with an average of 98.70 miles an hour, Resta got the $12,000 prize. One minute and 3.73 seconds later DePalma's machine crossed the finishing line, and DePalma had to be content with $6,000.

"I knew that my car was tuned to the best it could do," said DePalma after the applause of thousands subsided. The Goodrich Silvertown Tires held up splendidly, but one chance in 300 miles—and without such tires 100 miles an hour speed would be impossible, but who could foresee a spark plug accident?"

The absolute confidence of the drivers in the Silvertown cord tire equipment of their mounts, every one of the first nine cars finishing having the Silvertown tires on them, marked one of the memorable features of the marvelous contest. Confidence in their tires! That's the word. All the cars in the race except three had bought and paid for Silvertowns. Even when pocketed, apparently hopelessly, by the drivers whom he had lapped, DePalma brought out every driving trick he ever had learned, weaving his machine at the 100-mile clip, in and out, now on the outside, now flitting to the inside of the track and invariably hanging on to Resta at the turns as if a magician had sifted his car out of the mass of machines.

And when it was all over DePalma had the smile of real sportsmanship on his grimy face. The colder—even austere Resta, wore only a sardonic grin. Another fortune for him; another victory for the Silvertown equipped Peugeot, and another 900 points towards winning the Goodrich Silvertown $10,000 prize for the best driver of the year. The cheers of the great public for the man who lost by the fate of the spark plug. The drivers were "square"—even up for the defeat DePalma had administered to Resta last year.

THE ADAMSON BILL.

It Would Put the Automobile on Parity With the Other Vehicles.

Washington, D. C., June 20. — With Federal good roads legislation disposed of, and the Senate and House measures in the hands of the conferees, the American Automobile Association will now devote itself to an effort to secure the passage of the Adamson bill before the conclusion of the present Congress.

Nearly three million users of automobiles have an interest in the Adamson open-door policy, which briefly gives the self-propelled vehicle the same interstate rights as are now possessed by horse-drawn wagons and carriages; in fact, it would make country-wide the present New York state reciprocity. New York offers to the motor-car owners of other states reciprocity for whatever period that state will give to a New York state owner, which means one or the entire 365 days of the year.

Representative Adamson, who is the father of the open door measure, is the chairman of the House committee on interstate and foreign commerce, and when he introduced his bill a year ago it was without consultation with any organization. The Georgia Congressman simply put forward his idea as a common sense solution of the diversified and conflicting periods of reciprocity among the states, in addition to a belief that it was discrimination to forbid the self-propelled vehicle to exercise the same rights on the road possessed by muscle drawn vehicles.

While it would appear a difficult matter to get such an important piece of legislation passed at the present time in Congress which is crowded with the necessity of doing many things, the A. A. A. has secured such a generous promise of support from so many National legislators that it is not improbable that there would be a minimum of discussion and a quick agreement that the automobile was now entitled to the freedom of the highways in interstate passenger and freight transportation.

SOUTH CONFERS ON FORESTS IN JULY

Programme Outlined for Discussions Relative to Conservation of Resources.

PROGRAMME IS ANNOUNCED

Addresses Touching Problems Which South Has to Face—Asheville July 11th to 15th—Inspection of Biltmore Estate.

The programme for the Southern Forestry Congress, which is to be held in Asheville, July 11-15, is now assuming definite shape. The first, third and fourth days will be devoted to addresses and discussions of the forest problems which are of most practical interest in the South; while the second and fifth days are to be devoted to forestry excursions.

The opening day, Tuesday, July 11, will be devoted to the general subject of "Forestry and the Public." Such topics as "The Nation's Interest in Forestry," "The Relation of the Timber Resources of the South to Agriculture," "The Forests of the South as the Nation's Playground," "Conservation in the Women's Clubs," etc., will be discussed by well known authorities.

On the second day an inspection trip will be made through the Biltmore forest plantations. Planting was begun at Biltmore twenty-five to thirty years ago, and planting has been done there from that time almost down to the present; one of the most interesting demonstrations in practical forestry in the United States can therefore be studied here.

The general topic for Thursday will be "Forest Fire Prevention." In connection with the congress the conference of callaborators under the Weeks law is to be held, so that experienced men from all over the eastern United States will take part in the discussions. Such topics will be discussed as "What Forest Protection Means to the South," "Organization of State Protective Systems," "Organizations of Private Protective Associations in the South," "What Forest Protection Means to the Lumbermen, the Railroads, and Commerce of the South," etc.

Friday will be a day of large ideas. Among the subjects to be discussed by experts are "The Erosion Problem of the South and its Relation to Forestry," "The Woodlot Problem of the South," "The Southern Pineries, Their Possibilities in the Future." These are all live problems and much information which will be of permanent value in the development of the South will be brought out.

On Saturday an automobile trip will be taken through the Pisgah National Forest, to inspect the lumbering now being done under Federal control and to see the natural regeneration of the forests after lumbering where fire has been kept out. This trip will take the visitor through some of the most beautiful and wildest country in the Southern Appalachians, and no one can afford to miss it.

A third trip will be taken by a large number of delegates, though no special day has been devoted to this outing. The logging railroad of Messrs. Perley and Crockett, of Black Mountain, will run observation cars every day to Mt. Mitchell, the highest peak east of the Rockies. The scenery traversed is some of the finest in this country, and the lessons to be learned in forest management and in lumbering are many and plain.

Among the organizations taking part in this congress are the Association of Eastern Foresters, the Weeks Law Cooperative Forest Fire Conference, the North Carolina Forestry Association and the proposed Association of Southern Foresters. A number of other lumbering and forestry organizations are considering holding their summer meeting in connection with this conggress.

ANSON FOR ROADS.

Two Contracts Let the Past Week — Tour to Wilmington Coming Later.

Last week's Wadesboro Ansonian has the following of interest to advocates of good roads:

Anson county is already becoming well known for its good roads, and only a few weeks ago a board of county commissioners was elected on a "Good Roads" platform. The present board has done exceedingly well and to round out their term of office contracted with Mr. W. M. Thompson Saturday to build the road from Lilesville to Blewett Falls, and from Polkton to the Union county line.

These links will connect up the Charlotte-Pinehurst highway, which is destined to be one of the most prominent in the State. A contract was also let for the building of a graded road from Mr. W. L. Little's place in Gulledge township to the South Carolina line.

Mr. U. B. Blalock has been in Charlotte this week arranging a tour of the Charlotte-Pinehurst highway for Tuesay, June 20, beginning at Charlotte and going by way of Smith's ferry.

Mr. Blalock returned this afternoon from Charlotte and reports that the proposed tour will be postponed, as the Charlotte parties do not feel that they can advertise the trip and make necessary arrangements in so short a time. They are greatly interested in this movement and suggest running a tour from Charlotte to Blewett Falls and from Pinehurst and beyond to Blewett Falls at some future date and have a good roads meet at the Falls.

BRAY OF PRIZE JACKASS

His Voice is Heard in Delaware—An Objection to Good Roads.

During the ten years of its existence American Motorist has persistently clung to the belief that good roads are a source of pleasure and prosperity to any community in which they may be built. Sincere in this belief—and enjoying a bit of vindication now and then—column after column in its pages have been devoted to setting forth why highway improvement is synonymous with intellectual advancement, moral betterment, financial progress, etc. Some of these whyfores were born in the editorial offices of the American Motorist, and many of them came from thinking, far-sighted men of every section of the United States.

Nothing has been printed controverting these opinions and assertions, because nothing of such nature has heretofore penetrated the editorial sanctum. As proof of the spirit of fairness American Motorist desires to exhibit at all times, the other fellow, having just arrived, is accorded the spotlight.

Here is a shining reason why roads should not be improved. The letter was written to T. Coleman DuPont, noted roads enthusiast, who forwarded it to this magazine.

"My dear Mr. duPont:—I recently heard about a man named R——, living a mile or two off the duPont road near Stockley Station. After the road was finished and began to be used, he decided one day that he would try it. He harnessed his old mare to the buggy, got his wife and a basket of eggs, and started for Georgetown to trade. The next that was seen of him he was back at his home engaged in making the atmosphere sulphurous by his condemnation of the road. Upon being asked what was the trouble he said that he had started for town but got into trouble almost as soon as he got to the new road. He said the buggy kept "running up on the old mare," until she got tired of it and started to kick. This frightened the old lady who tried to get out of the buggy with her eggs, and, unfortunately, dropped the basket of eggs on the hard road and broke all of them, so that they had nothing to trade with and consequently they gave up going to town and went back home.

"This man is thoroughly convinced that a good road is no benefit to the community. Yours very truly,——."

If you don't want to take the other fellow's advice don't tell him you contemplate buying a motor car.—American Motorist.

When one of the neighbors gets an automobile the other neighbors sit on the front porches and observe: "We could do it too if we were willing to owe everybody in town."—American Motorist.

Pessimism is that form of restricted mental vision that causes men to anticipate all the accidents of, by, and to a car that do not happen.—American Motorist.

SWITCHBOX FEATURE ON OVERLANDS GREAT AID TO WOMEN DRIVERS

Women are becoming more and more proficient automobile drivers. This is the opinion of John N. Willys, president of the Willys-Overland Company, and the biggest individual in the latest automobile merger.

"This development," said Mr. Willys, in speaking of the increase in the number of women drivers, "is due argely to the many improvements in automobile construction. The engineers at our big Toledo plant, keeping in mind the use of all of our models by women as well as by men, have reduced the mechanism of our cars to simplicity itself.

"Today a women steps into the car and takes a seat with confidence. Sitting upright in the seat she presses the magneto button in the switchbox on the steering column—a feature of all Overland and Willys-Knight models—and presses the toe-button to start the motor—no cranking is needed.

"She presses the clutch pedal—only a gentle pressure—and the clutch is released. The brakes work easily. No straining nor tugging, but just a light pull throws the lever from neutral to first, second or third speeds, or reverse. The steering wheel also works easily.

"To sound the warning signal she does not have to reach over the side of the car and squeeze a rubber bulb, no does she have to press down on a hand signal. She touches another button in the switchbox just below the steering wheel and the horn sound electrically.

"Instead of fussing around with matches to ignite oil or acetylene lamps, all that is required is a touch of another button in the switchbox. Two buttons control these lights, flashing them on bright or di mas desired."

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Climate, Soil, Sub-soil, Flowing Wells, Sub-irrigation, Sub-aeration, Sub-drainage, Rail and Water Transportation, all combine to make this the most productive section in the world.

We raise from two to five crops on the same ground annually. We ship about 3,000 cars of produce every year, valued at about $1,500,000, and as yet there is not more than 2,000 acres in a high state of cultivation.

OUR PROPOSITION

is not an experiment. It has been reduced to an exact science and has been proven successful over a period of fourteen years. We sell only improved sub-irrigated farms, and we furnish expert supervision to our customers who do not understand the business. We do not intend to let our purchaser fail to make good on his investment with us.

There is no investment of whatever character in any locality that is more safe or more sure of large returns than an investment in a few acres of our sub-irrigated land in the famous Sanford district.

For Further Information, Address

B. Adna Howard

Sanford, Florida

ATTENTION!

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TOLEDO, O.

FEDERAL AID TO ROADS NOW AN ASSURED FACT

Bankhead and Shackleford Bills as They Went to Conference in Congress Provide Immense Sum to States Which Will Help Themselves — Digest of the Law, and How it Will be Applied. A Step in the Right Direction Consummated.

With Federal good roads legislation disposed of at the present session of Congress, by a reference of the Bankhead and Shackleford bills to conference for a final agreement as between the House and Senate, good roads enthusiasts all over the country will be interested in a digest of the leading features of the measure as it finally emerges from Congress.

The American Motorist, official organ of the American Automobile Association, has prepared and presents in its June number a remarkably comprehensive survey of the provisions of the bill, which will go a long ways toward helping the states to help themselves.

The Senate, May 8, passed the Bankhead bill, named after the chairman of the committee on Post Offices and Post Roads, while the House previously had accepted the Shackleford bill of its committee on roads.

Both measures had their basis in a draft prepared by the American Association of State Highway Officials which had the complete endorsement of the American Automobile Association.

The House bill omitted some things which the Senate committee considered should be included, and one of these was area as one of the three factors in the distribution of the Federal money appropriated, population and post road mileage being the other items. The answer of the Senate committee was a substitute measure which did not suffer much revision under discussion.

During the discussion in the Senate it was quite thoroughly emphasized that the adoption of the proposed legislation meant the return of the National government to a form of internal improvement which had been discontinued since the building of the old Cumberland road.

Senator Borah, of Idaho, thus commented upon the subject: "When you take into consideration the amount of roads which must be built in the United States, the amount which is appropriated in this bill is infinitesimal compared to what will finally be appropriated for that purpose. It is simply a step in the right direction."

What the Act Provides.

Appropriations: The act carries an appropriation of $5,000,000 for the fiscal year ending June 30, 1917; $10,000,000 for the fiscal year ending June 30, 1918; $15,000,000 for the fiscal year ending June 30, 1919; $20,000,000 for the fiscal year ending June 30, 1920; and $25,000,000 for the fiscal year ending June 30, 1921. In order to obtain the benefit of these appropriations an equal amount must be provided by the states or counties. In addition to these appropriations, the act carries $1,000,000 annually for ten years to be expended on roads and bridges which are located wholly or partially in forest reserves, to be reimbursed from the revenues of the forest reserves.

Apportionment: The act apportions the appropriations among the various states as follows: One-third in the ratio which the area of each state bears to the total area of all the state; one-third in the ratio which the population of each state bears to the total population of all the states, as shown by the latest available Federal census; and one-third in the ratio which the mileage of rural delivery routes and star routes in each state bears to the total mileage of rural delivery and star routes in all the states at the close of the next preceding fiscal year, as shown by a certificate to be furnished by the Postmaster-General to the Secretary of Agriculture. Just what mileage of rural delivery and star routes in each state will be shown in such certificate can not, as yet, be ascertained.

Character of Improvement.

The act prohibits the application of any of the Federal appropriation to the improvement of toll roads or to extension or feeders of toll roads. It prohibits the expenditure of any of the Federal money on the improvement of roads located in places having a population of 2,500 or more inhabitants as shown by the latest available Federal census, except on roads and streets where the houses average more than 200 feet apart. The appropriations are to be applied to construction but not to maintenance, and the work must be substantial in character. This would seem to permit earth road construction where relocation, heavy grading, or the installation of drainage structures were involved, but would probably cut out such improvements as would be brought about by light grading and the use of the split log drag. A further provision limits the amount of aid to be granted by the Federal government to $10,000 per mile exclusive of bridges or more than 20 feet clear span.

Procedure and Supervision: The government will deal only with the states through their highway departments in carrying out the provisions of the act. Initiative rests with the states in availing themselves of the benefits of the act and in the selection of the particular roads to be improved. The duty of making surveys, plans, specifications, and estimates, and in actually supervising the work of construction, is placed upon the states, the Federal government retaining the right of inspection and approval at all stages of the undertaking. The plan of procedure set forth in the act is as follows:

(1) The Secretary of Agriculture certifies to the Secretary of the Treasury and to the state highway departments, or to the governors of states having no highway departments, the amount not exceeding 5 per cent. which he has deducted for administrative expenses and the amounts which he has apportioned under the terms of the act to the respective states.

(2) The state highway department submits to the Secretary of Agriculture project statements setting forth the proposed construction of any rural post road or roads.

(3) The Secretary of Agriculture approves or disapproves the project statement.

(4) If the project statement is approved the state highway department furnishes to the Secretary of Agriculture such surveys, plans, specifications, and estimates as he may require.

(5) If the Secretary of Agriculture approves the plans, etc., he notifies the state highway department and makes certificate to the Secretary of the Treasury.

(6) The Secretary of the Treasury sets aside the share of the United States payable on account of such projects.

(7) The state proceeds with construction.

(8) The Secretary of Agriculture makes such inspection of the work as he deems necessary.

(9) Payments are made from time to time as agreed upon by the state highway department and the Secretary of Agriculture.

Making of Rules and Regulations

The Secretary of Agriculture makes rules and regulations for the carrying out of the provisions of the act, and he is required to satisfy himself that money, labor, and materials aggregating not less than the amount to be received from the Federal government shall be available on each project. Presumably the rules and regulations will be promulgated at the outset, and the Secretary of Agriculture will satisfy himself with regard to the funds to be raised by the state or counties before plans, specifications, and estimates are approved.

Maintenance Requirements: The act requires that an agreement be made with the Secretary of Agriculture that the roads constructed under the terms of the act will be properly maintained for a period of not less than ten years from approved completion of construction.

Penalty Clauses: The effectiveness of the act is guaranteed by strict penalty clauses providing that the Secretary of Agriculture shall withhold the apportionment of funds to any state in which roads constructed under the provisions of the act have not been properly maintained if, within four months after he has given notice in writing to the state highway department, such roads shall not be properly maintained by the state or under supervision thereof. He is authorized temporarily to decline to issue warrants under the act upon failure on the part of any state to comply with the provisions of the act or upon breach of agreement made with him pursuant to the act, and finally to decline to issue such warrants if within three months after he has given notice in writing to the state highway department such failure be not corrected or such breach be not remedied. He is required to certify the reasons for such action to the Secretary of the Treasury and the state highway department before the close of the fiscal year in which such action is taken, and he must also report the matter to the next regular session of Congress.

Administration of the Act: The Secretary of Agriculture is authorized to withhold an amount not to exceed 5 per cent. of the appropriation to be expended in the administration of the act, and he is required to notify the state highway department and the Secretary of the Treasury of the amount which he has deducted, and the amount so deducted is available until expended. He is authorized to employ assistance, purchase materials, equipment, supplies, etc., and to rent buildings outside the city of Washington. He is also authorized to make rules and regulations for carrying out the provisions of the act.

Agriculture Department Organization

The organization in the Department of Agriculture to which will be entrusted the active working out of the Federal aid legislation is known as the Office of Public Roads and Rural Engineering. At the head of the Office vision the investigative, educational, and scientific road work conducted by the Department of Agriculture, the irrigation investigations, the drainage investigations, and a recently created division of rural engineering, which deals with farm structures, farm water works, farm machinery, and other rural problems involving engineering and mechanical principles. In short, the Office of Public Roads and Rural Engineering is intended to comprise all of the engineering work coming within the province of the Department of Agriculture. The present appropriation of the office is about $600,000 for all of these various purposes.

The official personnel of the office so far as it relates to public roads is, at present, as follows: Director, Logan Waller Page; assistant director, P. St. Julien Wilson; chief of construction, Vernon M. Peirce; chief of road economics, J. E. Pennybacker; chief of maintenance, E. W. James; chief of research and road materials test, Prevost Hubbard; chief of forest roads and trails, T. Warren Allen. What changes in the organization will be made in view of the new legislation have not yet been indicated, but it is presumed that the investigative and educational work of the office will continue along the lines already established.

Make the Most of Federal Aid.

The majority of the states have provided for definite systems of state highways, which they are constructing as rapidly as available means permit. Every effort should be directed now toward having the Federal funds apply on these state systems and not frittered away on countless little disconnected local roads. It is the duty of those who wish to see tangible and lasting benefit derived from the Federal aid to begin at once to shape public sentiment so as to have it solidly back of the polic yof applying Federal aid to the completion of the state highway systems and to the connecting up of these systems with each other so that, while serving the primary interests of each state we shall proceed rapidly toward the acquirement of a comprehensive national system.

ROAD BUILDING IS QUESTION OF MONEY

(Continued From Page One.)

principles that must furnish the foundation for a successful administration of our roads. For this we must have interchange of experiences and ideas. Such is the purpose of this convention. From a neglected and unimportant link in our great system of transportation, our highways are fast becoming a system rivaling our railways in importance. They deserve and they must receive the same characteristically American treatment if they are to yield the return which the people and the industries of this country are entitled to receive. It has always been characteristic of the American—and, above all, of the American engineer—that whatever study he may devote to the practice of old nations, he works out, adapts and adopts for his purposes a solution indicated by the peculiar conditions under which his work must be done, for which it must stand the test of service and in the stress of which it must make good.

"In the case of our roads it is especially true that these conditions include not only the physical and industrial features, but the peculiar mental attitude of the people and their political organization and traditions. It is a worn truism to say that we must keep politics out of our road work. The question is how are we to do it. In the right answer to this question it seems to me we shall find many of the principles which we must recognize as necessary to the solution of our problem. To me it seems useless t expect to end the demoralizing effect of a spoils system of patronage, of "log rolling" and of the "pork barrel" unless we can put the work in the hands of a body of men who by their personal character, trained ability and devotion to their work will earn and deserve the confidence of the public. Such a body of men does not grow on the bushes; the individuals exist today—to make an effective force these must be organized trained to act for one end and imbued with that spirit of teamwork that makes the successful combination of men, by they a football team or the force of one of the great mills of this city.

"Such a force will be at its best only when it can point to the results of its work; when each unit can compare its useful output with that of its neighbor and devise ne wways of effecting savings or increasing returns.

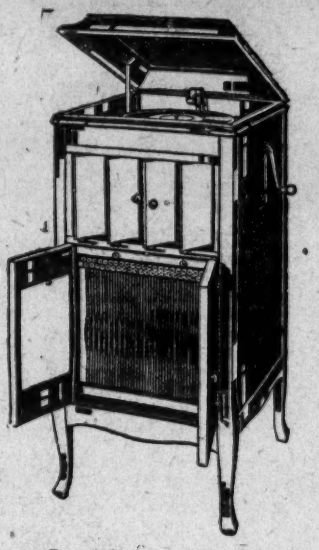
"I had the honor of calling the attention of this association to one aspect of this need at the annual meeting. That detail—namely, the establishing of a traffic unit which would express the value of the return given by the road, with due regard not only to the weight transported, but to the speed at which it is moved—acquires its importance not as a mere piece of curious information, but because without it we shall never express the true value of roadwork. Without this unit we can never prove to the American people that their road forces should not be tampered with, should not be expected to furnish soft berths for the deserving of any political party and that they can be relied on to do their duty and yield a return if they be given a chance."

At the close of the convention various resolutions were adopted, among which the following are of special interest to state, county and city officials:

"That this association invites the attention of all state, county and all

STERCHI-BANCROFT-CO.

GREETINGS!



'Good Roads Convention'

Good Roads mean the result of our unprecedented growth as a people. "Good Roads," coupled with our present day motor system would make the North Pole shake hands with the South Pole before Breakfast every morning.

"Good Roads" mean a good community, a prosperous people, and shows forethought for the very foundation of better things.

"Good Roads" have caused the Western Sunset to say good night to our glorious Eastern Sunrise to the click of time.

And So We Say Welcome to the Good Roads Convention

You are Probably the Most Important Convention Ever Held in Wilmington

The Spirit of Progress is Your Soul, and your work in this convention will mark an epoch in the History of this Community, as per our realization of your importance.

We bespeak in our humble way our appreciation and thank you for entering our midst. To the workers of this Good Road Convention, we say: All Hail; All Praise, and Bless Your Power and Progress.

STERCHI-BANCROFT CO.

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MISSISSIPPI GETS IN LINE

State Highway Department Established and Work for Roads Will Begin.

(American Motorist.)

The Mississippi legislature has established a state highway department consisting of a state highway commissupereme court district, appointed by the governor with the advice and consent of the state senate, and with terms of office running from two to six years. The first appointments are for two, four and six years, respectively, and thereafter each vacancy is The members serve without pay, but are allowed their actual expenses.

The commission is required to choose a state highway engineer, who shall receive a salary to be fixed by the commission, but not to exceed $2,500 per annum. The state highway engineer appoints, subject to the approval of the commission, his necessary assistants.

The duties of the highway department are to expend any money that may be received from the State or Federal government, and work out plans for a connected system of improved highways, collect information and statistics, and conduct educational, advisory and research work generally throughout the State. County authorities are required to submit plans and specifications for highways to the state highway engineer for his approval.

The bill does not carry any appropriation for state aid, and seems designed principally to provide a suitable organization as a nucleus for future activity.

Under the new highway law the governor has appointed J. M. McBeath, of Meridian, two years; D. W. Robbins, of Comeby, four years; and W. T. Denman, of McComb, for six years. Mr. McBreath has been made chairman. The engineer has not yet been appointed.

Now that Mississippi has aligned itself with the states which have established highway departments, only the states of South Carolina, Georgia, Texas and Indiana are entirely without highway departments. Some of the other states have highway departments only in a limited sense, but have at least made a start. At the present rate only a few years more will elapse before all states will have recognized is a director, who has under his supermunicipal authorities to the value o traffic censuses as a means of recording and determining the relation values of various forms of pavement and road construction, and would strongly recommend that systematic traffic censuses be taken from time to time on all classes of roads and pavements in order that more definite knowledge of the economic value of the different types of construction may be obtained.

"That in taking such censuses separate counts should be made of horsedrawn vehicles, light and heavy, and of motor vehicles, classified as pleasure and commercial cars, with notes as to the use of especially heavy truck and vehicles with tires especially injurious to roads. Where it can be used, in order to obtain comparable information, the standard form for taking traffic censuses reported by a committee of the American Society of Civil Engineers is recommended.

"That where funds for road construction are raised by an issue of bonds, this association urges that the serial form of bond by which a part of the principal is paid off each year be adopted in preference to bond issues to be paid by accumulations in a sinking fund.

"That this association urges that laws be passed and enforced in each state establishing resonable limits for the weight, dimensions and speed of heavy motor vehicles.

"That in the matter of military preparedness a system of properly located and improved roads is of vital importance."

PACKARD PRESIDENT GENIUS OF INDUSTRY

(Continued From Page Four.)

loyal to the American flag—that those of foreign birth must at least have declared their intention of becoming citizens. This policy attracted wide attention and since has been adopted by many other institutions throughout the country.

PINEHURST-CHARLOTTE HIGHWAY

Route via Concord and Probable Course It Will Take There.

Concord, June 20.—Plans are still being considered for the Pinehurst-Charlotte Highway, and there may be several changes in the route now most commonly used between the two points.

For instance, the National Highway between Concord and Charlotte may not be included in the new highway route, and, in its stead, what is known as the upper route from Concord to Charlotte, may be adopted.

This route leads out by the Morehead place and the Mecklenburg County Home. It is said to be two miles shorter. Four grade crossings also will be eliminated if this route is adopted, according to Engineer Craig, who was sent here to inspect the proposed route, and J. F. Cannon, a member of the executive commitee of the Pinehurst-Charlotte Highway organization.

Most of the perfect motor cars never emerge from between the covers of catalogs.—American Motorist.

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF NORTH CAROLINA, AT WILMINGTON.

Merchants and Miners Transportation Company, Owners of Steamships "Dorchester" and "Merrimac," and on Behalf of the Master, Officers and Crews of said Respective Vessels

Against

British Steamer "Alcazar", Her Tackle, Apparel, Furniture and Cargo.

Rafael S. Sales and Thomas E. Starrett

Against

British Steamer "Alcazar", Her Tackle, Apparel, Furniture and Cargo.

Notice of Distribution

All claimants against the Alcazar, involved in the above entitled case, are hereby notified that an order of distribution has been made by the Judge of this Court, reimbursing the Merchants and Miners Transportation Company for all money expended by it in connection with the salving of said vessel and the litigation of this cause, with one year's interest thereon, allowing Captain Chase, of the "Dorchester" $425.00, Captain Herbert, of the "Merrimac", $125.00, J. G. Beranger, First Officer, $225.00 and the members of the crew who went aboard the "Alcazar" $75.00 each, and apportioning the remainder of the award by giving three-fourths of the same to the crew of the "Dorchester" and one-fourth to the crew of the "Merrimac," and apportion the respective amounts among the crews of the said vessels on a percentage basis according to their monthly salaries.

The parties interested will be allowed to appear and file within thirty days from the date hereof any exceptions or objections to said distribution. In the event no exception or objection is filed, then at the expiration of the thirty days from the date hereof, distribution will be made according to said decree.

Witness my hand and official seal this 2nd day of June, A. D., 1916.

(Seal) ALEX. L. BLOW, Clerk,
By S. P. COLLIER,
Deputy Clerk.

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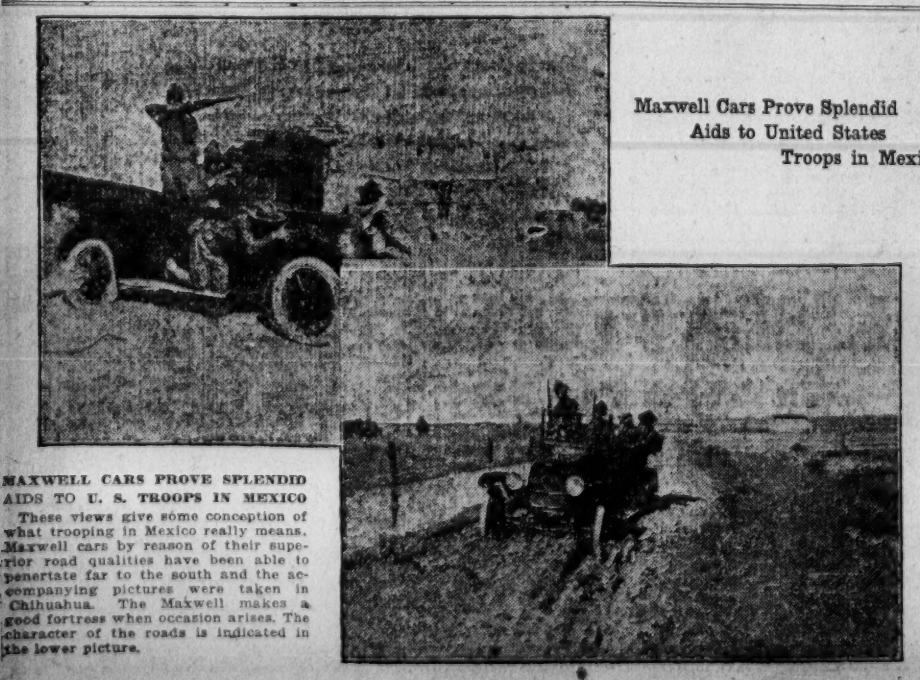

Maxwell Cars Prove Splendid Aids to United States Troops in Mexico

MAXWELL CARS PROVE SPLENDID AIDS TO U. S. TROOPS IN MEXICO

These views give some conception of what trooping in Mexico really means. Maxwell cars by reason of their superior road qualities have been able to penertate far to the south and the accompanying pictures were taken in Chihuahua. The Maxwell makes a good fortress when occasion arises. The character of the roads is indicated in the lower picture.

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THE FAMOUS
SEASHORE HOTEL
WRIGHTSVILLE BEACH, N. C. OPEN JUNE 1st
It is one of the most charming Summer Resorts in America. Fine beach, splendid surf bathing and good fishing. No mosquitos or flies. 700 ft. ocean steel pier. Hotel has 240 rooms; about 120 rooms have bath and toilet. Through electric trains connect with all A. C. L. and S. A. L. trains at Wilmington, N. C.
Descriptive booklet with rates, views and description of the various amusements and pleasures of this splendid Seashore Resort, sent on request.
E. L. HINTON, Manager,
Wrightsville Beach, N. C.

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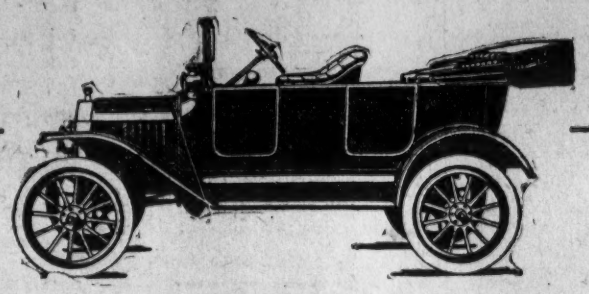

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$463.10 F. O. B. Wilmington.

BUY A FORD BECAUSE:—

It Costs Less to Buy
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Always Dependable
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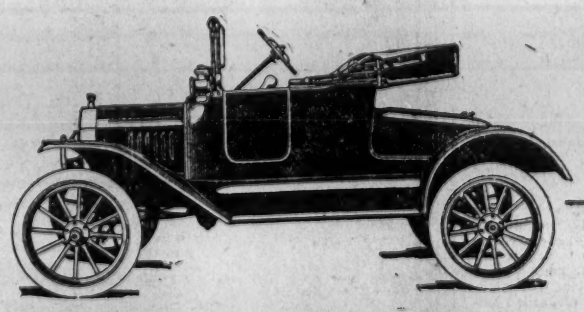
$413.10 F. O. B. Wilmington.



PRODUCTION FOR 1917
ONE MILLION CARS

A SERVICE THAT IS
PROMPT AND COURTEOUS

NETWORK OF HIGHWAYS TO COVER THE COUNTRY

Hundred Thousand Miles of Strategic Roads Urged.

Programme of the National Highways Association to Serve the People and Help Out in National Preparedness.

In the magazine section of the New York Times of recent date was printed a map showing a system of inter-connecting roads and National highways, forming a vast network of 100,000 miles of strategic highways covering the whole of the United States, and proposed routes for great transcontinental roads. Of this system The Times says in part:

"This map is the expression of one of the main ideas of the association; namely, that trunk line roads are the first requisite—through routes leading from somewhere to somewhere, and that the feeder roads must naturally follow the development and improvement of these main lines. The theory is like that on which the great railroad systems of the country were built.

"The National Highways Association, which has offices in Washington, headquarters in New York, and a workshop in Massachusetts, has spent not a little money in a campaign of map-making and circularizing. It is committed to the advocacy of participation in road building of the right sort by the government. The map which it has now brought out presents a complete system of inter-connecting roads which, it is believed, will serve a very large percentage of the total population of the United States.

"In the manifold ramifications of the 'preparedness' campaign one of the most important factors for defense has been shown to be good roads. Above all, connecting roads that have definite beginnings and endings, or, to put it more accurately, perhaps, definite beginnings, but no endings at all. Such a system as that outlined in the National Highways Association's comprehensive scheme would provide roads the advantages of which from a military point of view would be obvious.

"It is estimated that more than 5,000,000,000 tons of freight per annum pass over all the highways of this country with an average haul of a little under ten miles. The average cost is about 23 cents a ton mile, while on good roads this cost would not exceed 8 cents a ton mile. This means a saving on our highways of $7,500,000,000 a year, enough to build fifteen Panama Canals, or 1,500 dreadnaughts. It would build all of the 250,000 miles of railroads in the United States in a period of three years. It represents one-quarter of the entire annual wealth produced by this great nation.

"The total value of farm real estate and buildings in this country is over $40,000,000,000. If only the present 2,000,000 miles of highways were to be improved, these land values would be increased at least one-quarter over their present value, or an increase of $1,500 for every farm.

"There are in operation in the United States about 2,000,000 automobiles. If the average daily mileage of these cars is taken as 25 miles each the total would be more than 15,000,000,000 miles a year. With operating expenses at, say, 15 cents a mile, this means an annual expenditure of more than $2,000,000,000. The association believes that bad roads are responsible for more than 10 per cent of the running cost of motor cars, but even at 10 per cent good roads would mean a yearly saving of more than $200,000,000. When the saving in depreciation to horses, mules, motorcycles and bicycles is added to that of automobiles an enormous total is reached."

HISTORY OF THE STREET CAR.

First Electric Car Ran at Richmond, Va., 28 Years Ago.

The wonderful development of electricity is best typified by the miraculous growth of the street car, which is less than thirty years old, and yet has been installed in nearly every city of importance in the world. In these few years electric traction has been developed and extended until there are, in this country alone, nearly 2,000 different companies in operation with a total capital stock of more than $4,000,000,000. Beginning in the larger cities the electric service has been extended from city to city, from village to village, until it is now possible to make a trip from Boston to St. Louis almost entirely by trolley.

Twenty-eight years ago every large city had its horse-cars and horse drawn carry-alls. They are both curiosities now. As late as 1890 there were not more than 1,000 miles of electric railways in the United States.

Early attempts to use electricity as a motive power resulted in a few scientific toys before 1882. Thomas Davenport, the Vermont blacksmith, who invented the electric motor in 1835, constructed a toy car which ran around a circular track. Three years later a Scotch inventor made a small electric locomotive. A number of such locomotives were built during succeeding years until the Berlin exposition in 1879 when Messrs. Seimens and Halske constructed an electric line of about a third of a mile in length. The first regular commercial line in the world was at Lichterfelde, near Berlin, operating in 1880, but was not a success. Edison, Field, Van Depoele, Knight and many others experimented in electric traction at this time.

The first actually successful commercial electric railway, i. e., the first electric operation of the complete street railway lines of a city, was established in 1887 by Frank Sprague, of the Sprague Electric Railway & Motor Company, in Richmond, Va. The road began operating in February, 1888, and was essentially the overhead trolley system now used, comprised eleven miles of track, had thirty cars operating in July, 1888, and has been in continuous and successful operation ever since.

The phenomenal development and growth of electric street railway traction revolutionized not only city, but also suburban and interurban transportation. From 1890 up to the present the mileage has steadily increased at the average of about 3,000 miles per year. In the development and improvement of motors and other apparatus essential to electric traction, the General Electric Company has figured with marked prominence. In 1895 electric railway equipment reached what might be considered a staple basis of design. Fundamental features, such as the enclose motor, carbon brushes, series drum winding, single reduction gearing, magnetic controller and the under-running trolley had then become established. There were in service at this time approximately 25,000 motor cars equipped with about a half a million horse power of motors. A great many of the pioneer car motors were too small for the work, because early designers did not appreciate the amount of power required to accelerate a car. In 1895 the average rating of railway car motors was 25 horse power. Other forms of street railway propulsion gradually disappeared until about 1900 when electric operation was practically supreme. There then existed some 20,000 miles of city electric railways. From 1900 to 1910 the electric railway extended rapidly to suburban and interurban transportation. Coincident with this development there was a tremendous increase in the size and weight of cars. The average horse power of railway motors increased from 35 horse power in 1900 to 63 horse power in 1910, and large interurban cars were equipped with four motors, while city cars generally were equipped with two.

This increase in power brought about great improvements in controlling apparatus. The General Electric Company developed the multiple unit control for the operation of cars in train on elevated and subway lines, interurban roads and later for regular surface cars. With the simplification of control were also introduced forced motor ventilation, reduction in the weight of motor equipments and increase in efficiency, improvement in commutation and introduction of commutating poles perfection of air brake apparatus, introduction of field control, etc.

Since that early morning, twenty years ago, when the first electric car glided over the rails in the streets of Richmond, motors have been brought to such a point of perfection that electric cars are rapidly encroaching on the steam engine and threaten to take its place entirely in a few years. The principles which Sprague used in the construction of the first car and power line are about the same as in actual use today. He invented the overhead trolley; his motors were geared to the car wheels and his system of control was nearly the same as in the modern cars.

Miraculous, indeed, has been the growth of the street railway systems since 1888. Today there are nearly 50,000 miles of street and electric railways in the United States, carrying more than five billons of people annually. From the tiny cars constructed according to Sprague's plans twenty years ago the cars have grown to be models of comfort and convenience. Some of the best interurban lines boast of electric cars rivaling the beauties and comforts of the Pullmans. In the middle west some of the longest electric lines maintain sleeping, dining and even cold storage, freight, express milk and mail cars.

PRESIDENT OF THE CHAMBER OF COMMERCE

Louis E. Hall, of Wilmington, head of the city's leading commercial organization, and his other absorbing interest.

TEXAS LEADS IN HIGHWAY.

Jefferson Highway Crosses Ten Counties in the Lone Star State.

Kansas City, Mo.—This is the status of the Jefferson Highway, extending from Winnipeg to New Orleans, according to a report of J. D. Clarkson, general manager of the Jefferson Highway, who has just returned from a 40-day trip over the route: 25 per cent hard surfaced; 50 per cent provided for in permanent construction; 25 per cent dirt highway. "Texas leads in rapid work," said Manager Clarkson. "The Jefferson Highway crosses ten counties in that state. Eight of them have within the last four months voted a total of three and a half million dollars in bonds, which will take care of the Jefferson Highway and a lot of feeder roads in these counties, and the two remaining counties have both called elections and expect to carry them without difficulty. That will provide entirely for the 250 miles of the highway in that state." An intense rivalry in Northern Minnesota caused Mr. Clarkson to devise a new plan of choosing between the contending branches. There is 450 miles of road in contest, from Minneapolis and St. Paul to the Canadian line. Three routes are fighting for the privilege of becoming a part of the highway and it has reached such an intensity that the residents along the various branches are threatening to boycot he Twin Cities if they do not line up for their particular route. Mr. Clarkson is going there to settle the fight in a novel way. Each road will be gone over with a represeatative and scored. Each must sign an agreement to abide by the final results. The road which scores the highest will be marked. "The state will aid in building whichever route is chosen," Mr. Clarkson said, "and this part of the road is as good as assured. Winnipeg promises to meet the road at the Canadian line, a distance of 75 miles."

ROAD EXPERT TO TEXAS.

Will be Available for Any County in That State—Forward Step.

Austin, Texas, June 20.—At the request of Governor Ferguson, George D. Marshall, superintendent of road construction of the office of public roads of the Federal government, has been assigned to Texas. This is considered an important step for road construction in Texas, as it means that by this arrangement a government road expert becomes available to every county in Texas desiring information as to the best methods of road administration, construction and maintenance.

SWINDLER NOT A SWINDLE

Iowa Banker With Unfortunate Name But With Proper Spirit.

Yale, Iowa, is a town that had 273 population at the time of the 1910 census. It is a marketing andship ping town for an agricultural region. There is a bank there run by L. M. Swindler, who has offered to give $10 a mile to help surface with gravel the roads leading to the town. He explained his offer this way: "I do this for the very simple reason that the better the roads leading to our town, the more business will come to us. The more business that comes to our town, the more business I stand a chance to get. I know of no better investment a business man can make than to assist in creating good roads leading to this town."

On the reverse side of this tidy red tin you will read: "Process Patented July 30th, 1907"

Prince Albert has always been sold without premiums or coupons. Quality is its standard—and my, how the millions of smokers have approved of it, too!

PRINCE ALBERT

the national joy smoke

A supply of Prince Albert awaits you wherever tobacco is sold. Toppy red bags, 5c; tidy red tins, 10c; handsome pound and half-pound tin humidors and that nifty crystal-glass humidor with sponge-moistener top that keeps the tobacco in such prime shape—always!

stands clear-as-a-whistle *above* national or state restrictions on the use of premiums or coupons because they have never been given with Prince Albert. To offer such inducements would mean that Prince Albert's quality *would have to be reduced to meet their cost!* We prefer to hand smokers quality.

One test of Prince Albert will prove this to your absolute satisfaction! It will prove that P. A. *cannot* bite, *cannot* parch! Your enjoyment of its fine flavor and coolness will be supreme! The patented process by which Prince Albert is made *cuts out bite and parch!*

Prince Albert came unheralded a few years ago; today it has made *three* men smoke pipes where *one* was smoked before and has given cigarette rollers a new idea of makin's joy. To meet the approval of such an army of men of varied tastes, P. A. *must have everything* we or its most enthusiastic admirers ever claimed for it.

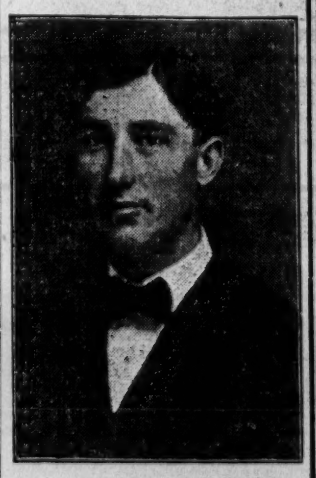
And Prince Albert has all that! It rings true and real and you just adopt it for all time quick as you get that taste and aroma into your smokeappetite! Because, it answers the fondest tobacco desires you or any man ever did express!

R. J. REYNOLDS TOBACCO CO., Winston-Salem, N. C.

During the Good Roads Convention, cars will be operated every fifteen minutes between Lumina and Wrightsville from 9:30 A. M. to 9 P. M. 2t
(Advertisement.)

15th series opens July 1st—Progressive B. & L. Association. Je 21-5t
(Advertisement.)

T. D. Piner, Vulcanizing, Tire Repair and Auto Supply Station



Nothing about his machine is given greater care and more attention by the automobile owner than its tires, for they are not only of immense importance in securing safe and easy running, but constitutes the principal cost in up-keep.

Tire vulcanizing and repairing has become a separate and distinct occupation, and automobilists of this city and section, as well as tourists, are fortunate in having located here in Wilmington a station splendidly equipped to do this class of work promptly and well, and as reasonably as strictly high-class work can be done. This refers to the vulcanizing and repair establishment of Mr. T. D. Piner, located at 107 North Second street. Something over five years ago Mr. Piner became impressed with the fact that there was room for a shop devoted exclusively to this purpose, and with characteristic promptness he established his present place. The location is central and easily accessible and he installed the latest equipment and employed the best mechanics procurable, giving automobilists a plant that is not surpassed in the Carolinas. Since then, he has been the "tire doctor" of hundreds of machines, and has been most successful. He is not only prepared to do all kinds of vulcanizing, re-treading, patching, splicing and valve work, but has also become an extensive dealer in tires, tubes, supplies and accessories. There is absolutely nothing in this line that he cannot supply at the lowest market prices. Emergency work is a specialty with him, and he is thoroughly prepared for it at any hour of the day or night, being easily reached by 'phone 1193, at his office, or 1857 at his residence. Mr. Piner gives his personal attention to the large business, and he has built up through his energy and enterprise, besides being assisted by an able staff of skilled mechanics.

A native of Morehead City, he has lived here all his life since boyhood, and has a wide circle of friends. He will take care of orders from any part of the State.

GREETINGS FROM

THE BARRETT CO.

Philadelphia, Penna.

TARVIA

PRESERVES ROADS - PREVENTS DUST

New Hanover County's Macadam Roads are MAINTAINED with TARVIA. THERE'S A REASON: Note the smooth surface and the absence of dust.

FOLLOW — Tour of Roads Thursday morning, and see Barrett's 1,000 gallon auto pressure distributor spreading Tarvia.

MOTOR TRUCK BIG AID TO BULGARS

Dispenses With Ox Wagon Transportation; Speed Adds to Army's Efficiency.

RELEASES 30,000 MEN

System of Transportation Changed by Opening of Thorough Route of Communication Between the Empires and Bulgaria.

(Correspondence of Associated Press.)

With the Bulgarian Army, Macedonian Front, May 31.—The motor truck has revolutionized transportation for the Bulgarian army. An officer in charge of the supply department of one of the units stationed here submitted figures which, he said, instead prove that each motor truck used by his army has been doing the work of 590 oxen and 250 wagons each day.

In the past the Bulgarian army has depended entirely upon the ox wagon for the transport of its food supplies and ammunition. In the early stages of the campaign against Serbia no other means were at the disposal of the army. The few horse-drawn vehicles had to be used as combat trains, so that all the work of bringing up supplies had to be left to the ox wagon, a rickety home-made farm affair drawn either by two oxen or two water buffaloes. With railroads few and far between in Bulgaria and Serbia, this made campaigning very difficult. Not only was the supply system itself slow, cumbersome and unreliable, but it also prevented the troops from advancing as rapidly as they might have done had it been possible to get food and ammunition to the front more rapidly.

How it Was Changed.

The opening of a through route of communication between the Central Empires and Bulgaria changed all this. The first motor trucks reached Bulgaria over the Danube. Later more came over the re-established Belgrade-Nish railroad. Today the ox wagon is nearly a thing of the past, as The Associated Press correspondent was himself able to ascertain. The conveyance is still used to carry frontward such light supplies as straw and hay, or materials when delivery is not urgent, and bread is brought into the trenches by the ox wagon; but outside of this the vehicle has been supplanted entirely by the motor truck.

The ox wagon is in charge of a driver, generally a man of advanced years. It carries an average load of 300 kilograms and moves at a speed of about two and a half miles an hour for eight hours each day.

The motor truck carries a crew of two, is able to transport 3,000 kilograms at an average speed of 15 miles an hour, and runs 16 hours a day if necessary. This means that each motor truck replaces, at a 16-hour run, 180 ox wagons, 360 animals and about 200 men. Considering that the motor truck with a capacity of more than 3,000 kilograms is by no means rare at the Macedonian front, and taking into consideration the length of the various lines of supply, the average for each truck is, the officer stated, 250 wagons, 500 animals and about 30[illegible] men.

30,000 Drivers Released.

These figures indicate that only about 120 motor trucks were necessary to permit the Bulgarian general staff to restore to the farms the 60,000 oxen which were "furloughed" some time ago. The change also liberated from military service, or made available for other branches, more than 30,000 men who had been drivers.

Rapid progress has been made in training Bulgarian soldiers as motor truck drivers and assistants. Generally the men are taught by serving as assistants to the German drivers. Alert young men with some previous experience with machinery are preferred but there seems to be no trouble even when young farmers are the apprentices. This to a large degree is attributed to the fact that the German motor truck is built for army purposes, is exceptionally well made throughout and easy to operate. An additional advantage, it is pointed out, is that the motor truck has deceased the size of transport columns, making them less susceptible to attack by hostile aircraft, and that it cannot be stampeded.

It is a waste of time to learn it today if you are going to forget it tomorrow, but doing this very thing is what makes repairers, garage-keepers, and such like rich and sassy.—American Motorist.

When some men start out to find a man who knows everything there is to be known about a car and its driving their first stop is before a mirror.—American Motorist.

DID THE DECORATING

A. Fred Devere, of Wilmington

RELATION BETWEEN GOOD ROADS AND GOOD HEALTH

Improved Highways Conducive to Better Health Conditions.

That good roads are conducive to good health is one of the best arguments advanced by Mr. Charles Henry Davis, C. E., president of the National Highway Association ,in favor of good roads. He says:

"Give the same density of population, the town with better roads has the smallest percentage both of disease and deaths. When statistics show this is almost invariably the case, there must be some connection between good roads and health.

"It is true that a town with good roads is a progressive town with a health board that is correspondingly well informed and alert, but it is also true that good roads have directly contributed to the progressive spirit. In short, money has rolled in over their well kept surfaces. Through them the town has become wealthier and wiser, and better health protection is a natural result."

Again he says: "A community to "queer" community. It must take a sane interest in its business, and the relation of its business to the outside world. It must mix with other people besides its own immediate neighbors. In other words, it must come out of itself and to do this it must look to its roads.

"Where the roads are heavy, narrow, muddy and impassable, the community becomes segregated; a quite backwater, quaint, but useless in our national progress ,and sometimes queer and dangerous. It becomes the breeding place of insanity and perversion, a cancerous and vexed spot of mental ills and moral contagion that spreads as rapidly and leaves as sanguinary effects as any of the epidemics known to medicine."

WHERE TOWNSHIPS DIFFER

Amusing Incident of a Conflict of Authority in Building Good Roads.

The best plans for road work are based only to a limited extent on scientific formulas and the results of laboratory experiments. Good judgment based on wide experience and careful study of the behavior under service of different types of construction are also necessary in reaching sound conclusions. Unfortunately a great deal of road work is directed by persons who do not have this judgment and waste of money results. Occasionally absurdities likewise result, such as one described by a correspondent of the Highway Magazine, who discovered a new concrete culvert four feet in diameter at the inlet end and two feet in diameter at the outlet end. After puzzling over this curiosity without discovering any explanation of the reason for its unique form, he obtained from a local man this statement: "That culvert was designed to meet local conditions and not theory alone. The road is on the township line and the supervisor having authority on the west side insisted on four feet as about the right size of his end, while the supervisor who had control of the east end thought two feet was enough. So the culvert was built to satisfy both."

During the Good Roads Convention, cars will be operated every fifteen minutes between Lumina and Wrightsville from 9:30 A. M. to 9 P. M. 2t

(Advertisement.)

Hart Schaffner & Marx

Welcome Delegates and Visitors

To The Good Roads Convention

WHILE in the "City by the Sea" make our store your headquarters. Any information or service that we can render will be a pleasure.

You'll find at this store Cool Summer Clothes, and Accessories of the highest quality; stylish for town wear and week-ends at the shore.

Palm Beach, Cool Cloth, Flannel, Mohair and Light Weight Woolen Suits of Hart Schaffner & Marx, and other high grade makes.

THE A. DAVID COMPANY

"Men's Wear of Quality"

PAVING WORK IN DUNN.

About One Mile of Modern Street to be Built Immediately.

(Special Star Correspondence.)

Dunn, N. C., June 20.—Work on paving Main street will begin in a few days. The contract has been let to a Norfolk firm for paving eight blocks in the main part of town, but the property owners are coming before the commissioners and signing up for the paving to be extended to the town limits, which will make about one mile of paving. The other streets of the town will be graveled and storm sewers will be put in. The Dunn Road District convict force is now employed in making several new extensions of the streets into some sections of town where there are many new homes being built. That Dunn is rapidly building up and expanding is evidenced by the many petitions that come before the city fathers to have streets built, waterworks and light privileges extended to new parts of the town.

$12,000,000 FOR GOOD ROADS

Florida Building Them as Fast as Any State in the Union.

(From the Tampa Tribune.)

Good road bond issues by the various counties of Florida in the past few years aggregate the sum of $10,771,424.37.

Twenty-eight of the counties of the State have issued bonds and are actively engaged in building improved highways.

Polk county's $1,500,000 issue, to be voted on June 1, will be the banner issue of the State and will increase the grand total to $12,271,424.37.

Florida, shown by reports of the Federal government, is now expending more money for good roads per capita than any state in the Union.

This tremendous roadbuilding activity is making the State of Florida the boast of good roads advocates everywhere and will, if continued, place Florida at the head of the good roads states of the Union.

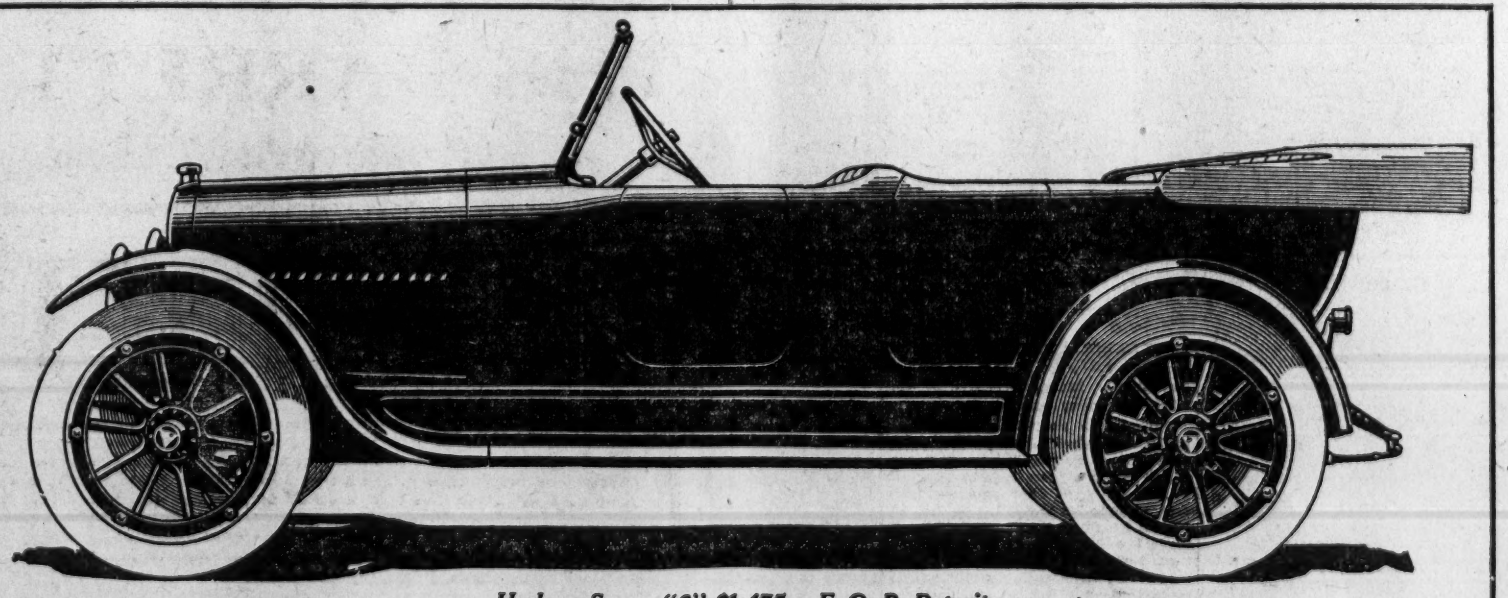
LASSITER-M'DUFFIE COMPANY, Inc.

114 NORTH SECOND STREET

ACCESSORIES OF ALL KINDS - - REPAIR WORK AND GARAGE

OPEN NIGHT AND DAY. OUR DOORS NEVER CLOSE

VIM TRUCKS



WHITE TRUCKS

Hudson-Super "6" $1,475. F. O. B. Detroit

GOOD ROADS DELEGATES "WELCOME TO OUR CITY" *AND TO OUR GARAGE*

HAYNES — STUDEBAKER — MAXWELL

PENNSYLVANIA TIRES GUARANTEED FOR SIX THOUSAND MILES

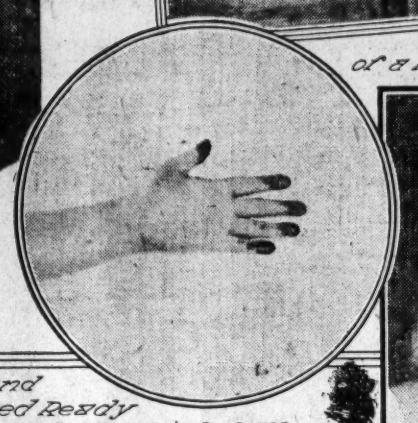
In Case of Death or Injury Please Notify—

Enlarged View of a Finger Print, Showing Distinctive Features

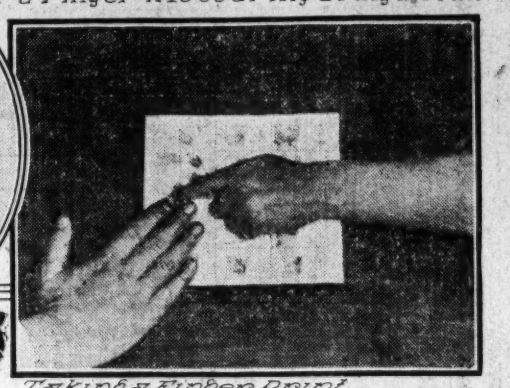
J. H. Taylor, Finger Print Expert, Navy Department

Making a Rolled Impression of a Finger in Securing a Finger Print

Testing Ink for Finger Print Impression - File Cabinet in Background



Hand Inked Ready for Making Print of All Fingers Simultaneously



Taking a Finger Print Impression for the Navy Department File

A Preparedness Asset Is the Marvelous Identification System of the U. S. Army and Navy - Why Uncle Sam Takes the Finger Prints of Every Recruit - Thwarting Repeaters

BY WALDON FAWCETT.

TO the wife, or mother or sweetheart "back home," the most disturbing thought in connection with war is that if worst came to worst—if a loved one paid his debt to his country with his life, there might be the inconceivable added torture that no more in death than in life could the hero be restored to his own.

It has remained for the European war to add a new terror to this vision of the afterward. Modern warfare as exemplified on the Continent with its burning oil, its poisonous gases, its jets of flame, its aeroplane bombs and submarine torpedoes has not merely brought forward new elements of destructiveness. More maddening in thought is the toll it takes not in glorious death on the battlefield but in shattered lives of the maimed—maimed in a manner that baffles our more progressive surgery. What, then, comes the thought, if a loved one, bereft of reason in the cannon's roar, were doomed through loss of memory to spend all the afterward among strangers, unknowing and unknown.

The Function of the Finger Print.

Here, then, you have the primary function of the finger print—the phase of this specialized sequel to palm reading that would render it invaluable in determining who's who in time of war. No nation in Europe has so dependable a system of solving baffling identities—not even the Germans, whose scheme of an individual metal tag for each soldier, our War Department at one time threatened to copy.

Dozens of stories I might tell you of the marvelous tests that have convinced Uncle Sam's finger-print experts that there are no "doubles" among all the fingers in Christendom but one incident will indicate the sort of evidence that is forthcoming all the while. Some time ago there were received at the War Department the photographs of a new recruit who seemed to be the living image of a soldier already in the service. A comparison of the two subjects, full face and profile, seemed to indicate that either the army photographer must have gotten mixed or else here was the most remarkable case of dual personality on record. But when the officials called for the finger prints of the two men, who, by the way, bore the same name, there was no chance for confusion. The finger prints were entirely dissimilar. The men were twins from Columbus, Ohio.

System Has Made Good.

Some time since a body was found in San Francisco bay, so badly eaten away that recognition was impossible. The right index finger was, however, in a fair state of preservation, and inasmuch as it was suspected that the body was that of an enlisted man in the Navy, impressions of the finger were made and forwarded to Washington. In an incredibly short time after the arrival of the prints at the Bureau of Navigation identity was positively fixed as that of a coal passer of the U. S. Navy who had been missing from the U. S. S. West Virginia for nearly two months. Three bluejackets asphyxiated in the Hotel Washington in Hoboken, N. J., were identified at short notice by the use of the finger-print system. The ship to which they had been attached had departed unexpectedly after they were granted shore leave and there was no person in Hoboken who was able to give the slightest clue to their identity.

Thwarting The Repeaters.

While Uncle Sam's huge library of finger prints would prove invaluable in time of war in identifying soldiers and sailors when all other means of identification fail, it must not be supposed that this is the sole object of this odd machinery for keeping tab upon our fighters. More immediate is the purpose of thwarting repeaters—repeaters being in this instance the men who make a practice of enlisting in the Army or Navy, then deserting and re-enlisting in a short time.

Why, on earth, says the uninitiated, should any man want to do that? Simple enough, when you know the answer. Uncle Sam provides a new recruit with an outfit of clothing valued at more than $60. If a repeater who makes a business of the "in again, out again" in order to get clothes to sell to the second-hand dealers, can turn around often enough he may make a tidy sum. Before the finger-print system was put in there were cases of men who had enlisted more than a dozen times ere they were detected.

Since the advent of the finger-print barrier no person has been able to "beat the game," as the officers say. One man, a hospital steward in the Navy, went so far as to burn the tips of all his fingers with carbolic acid, but his painful sacrifice was all in vain for there was a tiny portion of one finger tip that was not eaten by the acid, and this lead to his detection.

Some Thrilling Detective Stories.

It would be strange, indeed, if such an uncanny means of detecting identity did not incidently work to the discomfiture of wrongdoers, and this has been the history of the finger-print system in the U. S. Army and Navy just as it has been in police departments, where it has been utilized as a means of tracking criminals. Under the present severe conditions governing enlistment there are few men enrolled in the military or naval service who have a propensity for lawbreaking, but there are, of course, some, as might be expected in any large body of men.

For instance there was the case of the enlisted man on the U. S. S. Baltimore who broke open the ship's strong box and stole a considerable sum of money. There were no clues that the ship's officers could follow, but the cash box was shipped off to Washington, and there, when it was photographed, there stood out in plain relief a finger print. Within a few minutes a radiogram was sent to the Baltimore calling for the arrest of one of the ship's company—a man who promptly confessed the theft. In the same manner the finger prints of a thieving soldier were found on the transom which he had removed to gain access to a room.

Modern Improvement of an Old-Time Science.

No claim is made, of course, that there is anything new about the fundamental principle of the finger-print system as applied by the U. S. Army and Navy, but plainly the U. S. Government has gone ahead of everybody else in perfecting the system and devising ready-reference facilities for a vast accumulation of prints. When it comes to securing and indexing scores of thousands of finger prints every year it is a very different matter from affixing a few finger prints to a will or other document as the Chinese did centuries ago.

The finger print idea has girdled the globe ere it found lodgment in America. It went from China to India, thence to South America (where today it is very extensively employed, especially in Argentina, as a universal means of identification) thence to Australia and finally to London. An official who had witnessed the miracles of finger-print identification in India perfected it for the use of "Scotland Yard," the British detective and police system, and the United States Government got the idea from Scotland Yard only to further perfect it. Mr. J. H. Taylor, the Finger-Print Expert of the U. S. Navy, ranks as probably the greatest living expert in this novel field of endeavor.

How Finger Prints Are Made.

The making of the finger prints of a newly-enrolled U. S. soldier or sailor is a duty that devolves upon the recruiting officer who signs the newcomer in the service. Not only is there obtained an impression of each hand, but each individual finger in turn is made to yield its autograph by rolling the inked finger from side to side on the paper instead of merely bearing down on the surface of the paper as the average person would be prone to do under the circumstances.

Certain precautions are necessary if one is to get a good finger likeness. The hands must be washed thoroughly with soap and brush or else white blotches will appear in the impressions and the Army and Navy Experts make it a practice to make sure of the removal of all grease, water or perspiration by wiping the fingers with a cloth dampened with benzine or ether just before the finger tips are touched to the ink which has been spread for the purpose on a glass plate. It is important, too, that the thickness of the ink on the plate be less than one-half the elevation of the ridges in the fingers. Finger tips are supposed to touch the paper lightly and only with sufficient pressure contact to carefully record; indeed, sitters in a Government finger-print studio are always told to relax their fingers when leaving the impression and not to try to assist by bearing down on either the inked plate or the paper.

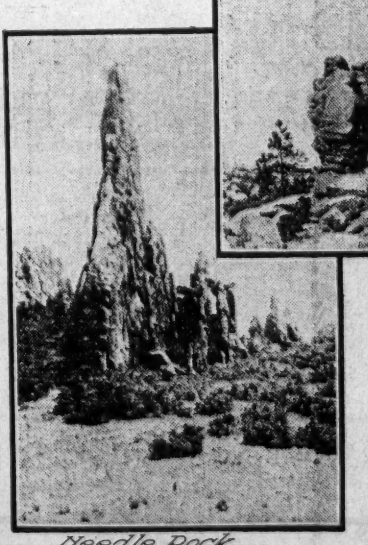
NATURE'S HANDIWORK IN THE GARDEN of the GODS

The Gateway to the Garden of the Gods - Pike's Peak Snow Covered in the Distance

The Siamese Twins

The Famous Balanced Rock

Punch and Judy



Needle Rock

The Proper Way to See the Garden

Remarkable Formations Set Up By Nature In a Park Now Owned By the City of Colorado Springs.

Copyright, 1916, by The International Syndicate.

PERHAPS there is no place in the world superior to the Garden of the Gods for natural formation in earth and stone. There are found in great abundance figures of man, beast and fowl with representations in red sandstone and rock of buildings and other things easily traced out without the least stretch of the imagination, all the work of Nature.

Public Park.

The Garden of the Gods is now a public park and was given to the City of Colorado Springs by the heirs of Charles E. Perkins, a former president of the Chicago, Burlington & Quincy Railroad. It comprises an area of four hundred and eighty acres. To be exact as to the location, it lies four miles northwest of Colorado Springs and extends from Grand View Hill to the large rocks forming the gateway.

Entering at Grand View Hill one soon comes upon the singular formations, each of which is separated from the other. First come the Mushrooms—perfect types of giant mushrooms formed of red sandstone and standing about ten feet in height. Close by is the Dutchman, a pile of rocks showing the profile of a Hollander. On the opposite side of the road is the Baggage Room where huge rocks shaped like trunks and dress suit cases are piled up with such precision that one almost doubts that their grouping is really the work of Nature, but when one remembers that each of the stones weighs several tons the fact that the formation is really the natural grouping of the rocks is evident.

Curious Formations.

Farther on is the Hound's Head, the Alligator, the Ape, the Deer Head, the Porcupine, the Washwoman and the Siamese Twins. Another view of the latter formation is known as Punch and Judy as they are a perfect representation of these amusing figures.

The Needle Rock, sometimes called the Cathedral Spire, is another curious formation. Rising skyward to the height of about two hundred feet, it stands out in the Garden like some mighty cathedral. Close by is another rock known as the Tower of Babel, which is the highest rock in the Garden, being from three hundred and fifty to four hundred feet in height. At the Ruins of Montezuma's Temple several of the layers of stone are turned up edgewise, the result of some prehistoric upheaval. Curious figures of animals are formed, such as the Lion's Head on one of the Gateway rocks, the Kissing Camels on another and the Bear and the Seal on the top.

Magnificent Gateway.

The gateway is formed by various kinds of stone and its rocks are so massive that the view becomes awe-inspiring, for standing beside these giant piles of red sandstone the visitor must realize his smallness as compared with these mighty rocks of nature. At the foot of the gateway is a huge pile of white gypsum rocks a part of which was turned up edgewise by some terrific force ages ago. Close by is some grey sandstone which, blending with the white gypsum and red sandstone, form a perfect harmony in color. The view through this gateway beggars description, for there against the turquoise sky for which Colorado is so noted stands the Queen of the Rockies—Pike's Peak—crowned with snow. The green grass, yellow and purple flowers, the blue sky and red rocks combine to produce a perfect kaleidoscope of Nature's beauties rarely equalled in mountain scenery, and here the visitor is sure to linger.

The Balanced Rock.

Perhaps the greatest natural wonder of the Garden is what is known as the Balanced Rock—a huge boulder about twenty feet in width and thirty feet high and as many feet in length and weighing at least five hundred tons is balanced on a rock base of four by five feet. There it has stood for ages perfectly poised on its small base. This is the favorite spot for tourists to be photographed.

Just opposite is a huge boulder known as the Steamboat Rock, being shaped like the bow of a vessel while riding the waves. A railing has been built on the top and a number of telescopes have been set up for the use of visitors. Tables are also set on the rock and one may have lemonade on the deck of this rock. As nearly every day is sunny in Colorado, the sun bath one receives here is delightful. The telescopes are usually good and through them one can get a most comprehensive view of the summit of Pike's Peak. In fact, a favorite stunt of the visitors is to watch the little train of the cog wheel road climb to the top of the peak. Thousands of visitors come to the Garden of the Gods each year, many returning again and again, fascinated by the remarkable geological formations and the great beauty of scenery thereabouts.

Geology of the Garden.

The geology of the Garden is almost as interesting as the formations. Many noted geologists from all parts of the world have visited the Park and they agree that Pike's Peak was once an island and that the granite and pebbles found in the sedimentary rocks west of the Gateway of the Garden were deposited in the sea along the shores of a granite island which at some remote period occupied the area now covered by Pike's Peak. They also agree that the rocks are sedimentary conglomerates — sandstone, shale and limestone deposited in horizontal beds and mostly in the open sea. These rocks contain interesting minerals and fossils. During a great upheaval the curious figures in the Garden were formed. When the region West of the Mississippi River was bodily raised above the ocean some parts were elevated more than others. There were a multitude of bulgings of the land, the more remarkable being where the mountains were pushed up vertically one or two miles above the adjacent plains. This movement uplifted the horizontal sedimentaries at various angles and often faulted them. The larger mountain valleys, such as Ute Pass, near Colorado Springs, form what may be called a trough of depression, which, however, is due to the unequal elevation, the land on each side having pushed up higher than the valley. Most of the mountain valleys, such as Williams, Queen and Cheyenne, all of which are near the Garden, have been cut out of solid rock by the streams. The cliffs of the Garden are said to be due almost wholly to erosion and not to unequal uplifting and faulting. Sedimentary beds once deeply covered the place where the Garden now stands. The beds differ in their composition and power to withstand weathering and erosion by wind, rains and streams. Also within the same stratum there are removed most of the original rock without disturbing the remaining rock. But like the sculptor's chisel, it has cut much deeper in some places than others.

Pleasure Ground For The People.

In many places in the West curious formations of rocks are to be found, but nowhere in the world does one find such perfect representations as in this Colorado Park. The land itself is so stony that it would be absolutely valueless for cultivation. Indeed, it seems as if Nature has set this tract of land aside as a pleasure ground for the benefit and enjoyment of the people.

Naturally, everything in this region centers about Pike's Peak, and one of the views from Steamboat Rock is that of Cheyenne Mountain, which rises about two thousand feet above the plains. General Pike climbed this peak in hope of reaching the summit of Pike's Peak by a trail from the top of Cheyenne, but he failed to even conquer the summit of this little mountain as the large rock some two hundred feet from the top was as far as it was possible for his party to go. It was then that he declared that he believed that it was impossible to reach the summit.

The Garden of the Gods has many delightful sheltered nooks where one may picnic, and it is not uncommon for parties to come by street cars to the entrance and walk over the Garden, lunching near some particular formation. Many of the rocks present perfect stone dining tables while the nearby rocks serve as seats. Wild flowers and pine needles perfume the air, while the humming birds and butterflies glide around one's head. There are no snakes or poisonous insects to disturb the picnickers, and there under the glorious sunshine and blue sky the visitor may revel in Nature's wonderland.

Untrammelled by human limitations Nature has outdone herself at this place. If this be not the Garden of the Gods 'twas here they must have toiled to lend enchantment to the earth.

To The County And Township Officials

Attending The Annual Convention Of

The North Carolina Good Roads Association

REALIZING THAT YOU HAVE COME TO

Wilmington and Wrightsville Beach

For a Slight Relaxation From Care and the Dull Routine of Every Day Business. We Have Instructed Our Representatives to Use Extreme Care in Talking With You Gentlemen Not to Mention Anything That Might Be Considered as Soliciting An Order.

THEREFORE

Please Report Any Violations of These Instructions and We Will Have the Offender Apprehended Promptly and "*Shot at Sunrise*" *(Here's Where Slaughter Gets Slaughtered)*

Get in touch with any of the following Gentlemen and rest assured that an earnest effort will be made to entertain you without the necessity of your having to listen to the dry rehearsal of some selling argument.

J. H. SLAUGHTER, F. E. COOK, N. H. SLAUGHTER, W. W. CUNNINGHAM, R. W. HIGDON,
O. H. MILLER, W. H. D. WHEAT

The Newport Culvert Co. Inc.

Newport, Kentucky

Makers of "Genuine Open Hearth Iron" (99.875 per cent Pure Iron-Copper Alloy) **Road Culverts**

FRENCH PREPARING A NEW INDUSTRIAL PORT

Important Franco-American Commerce is Predicted.

The "Etang de Berre" is a Name Which it is Predicted Americans Will be Encountering in the Future. Big Undertaking.

On the Banks of the Etang De Berre, Provence, France, May 31.—(Correspondence of The Associated Press)—The "Etang de Berre," meaning Berre Pond, formerly a gulf of the Mediterranean but now a lake, is a name which Americans are likely to encounter frequently in the future. French activity is preparing there a new industrial center and a commercial port which competent persons say must, by force of circumstances, become Franco-American.

"Fifteen years from today we shall see an important Franco-American commercial and industrial city on the banks of the Etang de Berre," is the prediction made to the correspondent of The Associated Press by Monsieur Victor Berard, a recognized expert on economic problems.

"The Etang de Berre, transformed into a seaport of unrivalled advantages by the canal from Marseilles to the Phone being inaugurated today," he added, "will be the natural warehouse for American products that no longer find storage room in Marseilles."

The Etang de Berre is the first sheet of water the Mediterranean blue tint that catches the traveler's eye from the car window after leaving Arles for Marseilles; it is generally mistaken for the Mediterranean; it was formerly part of it and is now connected with it by canal, opening up for merchant marine one of the world's finest harbors. Fifty thousand acres of ample shelter from that fierce wind, the mistral, are afforded, with natural protection from the attacks of an enemy. The lake is about 27 feet deep in most parts. The entire shore length with little difficulty may be utilized for docking facilities and for the construction of factories and warehouses.

The Etang de Berre has been connected with the sea at the Port of Bouc since 1864, but by a canal too narrow and too shallow to accommodate big ships. It's development as an industrial and commercial port required a deeper and wider outlet to the sea and a closer connection with the port of Marseilles, from which it was separated by the rocky ridge of the Nerthe that shuts off France's great Mediterranean port from the interior and prevents its further extension or development. To get elbow room Marseilles had to push through that rocky ridge, and it remained for this stupendous enterprise to be carried out while legions of Frenchmen are engaged with the Germans before Verdun.

The original cutting through the rock ridge northwest of Marseilles at a height of 50 yards above the level of the Mediterranean and about three miles long, was intended for a lock canal; the railroad forestalled the slower enterprise and it is through that tunnel today that the Paris-Marseilles express whizzes after passing Miramas. With this railroad connecting with Avignon, Marseilles forgot the canal until 1873, when the National Assembly took it up. Monsieur de Freycinet, today Minister of State, gave the project the benefit of his engineering experience while he was premier in 1886. With various modifications in the plans, the subject was discussed until legislation was enacted in 1903 calling for a canal about 50 miles long, running from the Mediterranean at the port of the Estaque, about ten miles from Marseilles, to Arles, to connect with the river Rhone.

It is a water-level canal from the sea to the Etang de Berre; from the Etang de Berre to the Rhone locks are required to prevent the river from pouring its mud into the waterway.

Work was begun in April 1911 on the port of Lave near the Estaque which gives access to the canal from the Mediterranean, but the actual tunnelling of the Nerthe ridge began only during the first year of the war. From early in 1914 to February 1915 four and a half miles of hole—the Rove tunnel it is called—was pierced through the rock and widened sufficently to let a train of cars through. At the Mediterranean end the tunnel is completed with an aperture twenty-two yards wide, larger than any other subway in existence. It will permit sea barges with a draught of twelve feet to pass each other in opposite directions.

The canal was projected for an estimated yearly traffic of one and a half million tons or about 16 per cent of the traffic of the port of Marseilles. It will exceed the estimate if even a small part of the expectations as to the development of the Etang de Berre is realized. The nine basins of the port of Marseilles have a total water surface of 1,485 acres, or 33 times less than that of the Etang de Berre.

The parliamentary project for the Marseilles to Rhone Canal provided for an expenditure of 80 million frances, of which the Marseilles Chamber of Commerce assumed responsibility for 13,333,333 francs, and the Department of the Bouches du Rhone and the city of Marseilles each 6,666,666 francs. The modification, providing for the terminus at Arles instead of Bras de Mort, it was estimated, would bring the cost of the canal up to 94 million, 500 thousand francs—at the current rate of excange approximately $15,750,000.

HE WILL WELCOME GOOD ROADS MEN TO WILMINGTON

MAYOR PARKER QUINCE MOORE,

ANOTHER THING HENRY FORD DOESN'T KNOW

Detroit News

Highly educated and smart writers are devoting many columns these days to exposing the scientific ignorance of Henry Ford.

They are really pitying Mr. Ford in the density of what he doesn't know, for not knowing what scientists know has led him into several huge blunders.

The industrial scientists had it all figured out to a nicety that the largest industrial institutions that could possibly succeed was one that would employ 5,000 men in a single unit. These scientists knew that a very shrewd, clever, careful and thoroughgoing man with plenty of resources and ability for organization could make a go of it with 3,000 men; and if he was one of the world's rare industrial geniuses he might possibly handle 5,000 men in a single plant; but that was the limit of human capability, and to try to go beyond that was to fail of self-disintegration or something of the sort.

Now, poor Mr. Ford lacked woefully in scientific business training. He was ignorant of all that. He got about him men who were able to sell automobiles in the markets of the world and other men able to make and ship them at a profit—and so his business grew.

When his plant had reached the limit of 5,000 men and he was shipping out about 500 machines a day, there was no kindly scientist to raise a warning hand, and he doubled it to 10,000 men. Still no warning of the impending disaster came, and he doubled it again, to 20,000 men—and as a result where does this man Ford find himself.

He has a business organization and a plant that $200,000,000 wouldn't buy. He has $49,000,000 cash in banks. He has over $30,000,000 worth of raw materials on hand. He has many millions of dollars' worth of big assembly plants in the larger cities of the country. He turns out over 2,000 automobiles a day, and has a personal net income of over $100,000 a day.

Of course there are those who can tell us to a certainty that it was not the brains of Mr. Ford that built up his big organization. Sure! Mr. Ford didn't have the brains to do it; he just had the brains to assemble the brains that did it.

Mr. Ford turned his eye to Dearborn, where he was brought up on a farm, and where the people used to shake their heads and pronounce him a failure as a farmer. There he has bought up a lot of farms, and is fencing in much land as a haven where birds are safe from the huntsman's gun.

All about Detroit, farmers who grubbed out little more than a bare existence, are selling their farms for city lots, and retiring to the city wealthy. Single lots are often selling for what the whole farm was worth when Mr. Ford was groping around in his ignorance.

This ignorance of Mr. Ford really gave the industrial world one awful shock about two years ago. As every highly trained industrial scientist can tell you, the way to keep profits up and business a success is to keep the cost of labor down. Henry Ford didn't know that. He just thought back of how good five dollars a day would have looked to him when he was up against it; he surmised that it would look just as good to his employees and said they should have at least that—and the business world gasped.

This little piece of ignorance has made his workmen the best paid in the world. They have bought $21,000,000 worth of homes and have over $20,000,000 in Detroit savings banks. Strange—and Mr. Ford in his ignorance couldn't see that—in becoming home owners they have become very regular in their habits, have become more efficient and haven't increased his cost of production.

And there is something more about industrial science that Mr. Ford didn't know. The way to keep men contented is to keep them ignorant. Don't let them know too much. It has a tendency to make them dissatisfied with the day's toil and hard to hold in place. Not knowing that, Mr. Ford cleared the machinery out of an entire floor of one wing of his plant and partitioned it off into school rooms. He hired about 30 school teachers and there 3,000 foreign men of 20, 30, 40 or 50 years, speaking 19 different languages and dialects, are taught the English language.

Of course, paying a Hungarian or other foreigner five dollars a day and teaching him the English language, the rudiments of American citizenship, and the love of peace, instead of preparing him for the trenches, is something awful, and Mr. Ford in his ignorance of how these human beings really ought to be treated, has done that.

And Mr. Ford, in his lack of understanding, has done another thing. He has adopted a sort of legend for his workers. The words are printed on signs about the school rooms in his factory. They are the first in English to be burnt into the brains of these foreigners. They read: "Help the other fellow." Shouldn't any well informed employer know that such doctrine as this will lead the laborer to expect too much?

Having had no scientific knowledge about business and never having acquired any, and thus having made a complete failure in his efforts to make a fortune for himself and to help his employes at the same time, Mr. Ford now dares to talk to us about war and peace.

Poor man, he has a simple little notion in his head that the way to keep from getting shot or from shooting any one is for nobody to carry a gun—man or nation.

When he was tinkering about Detroit with designs for automobiles and later exceeding the scientific limit as to the number of men he should put to work, he should have been reading the magazines and works of scientists as to the one and only sure way to keep the world at peace. If he had, he wouldn't be making himself ridiculous with his peace talk now. In fact, Mr. Ford should take some of the time he spends with the birds and the deer on his place and put it to reading the back numbers of magazines. He should go back three, five or ten years. There he would find picture after picture in magazine after magazine, printed year after year, of that wonderful organization, the German army. And above the pictures he would often read this caption: "It is this army that keeps all Europe at peace, and is the one strong guarantee of the future peace of the world," or something like that.

Then Mr. Ford would know why we are having the beautiful peace we are now having in Europe, a peace so secure that only 30,000 men are torn to pieces with shot and shell in a single day.

We of Detroit who have watched this simple, gentle, quit, modest Mr. Ford struggle from want to wealth haven't had a proper understanding of his ignorance. We needed to have it impressed upon us by outside writers. We should thank them and join them in feeling sorry for poor Mr. Ford because he doesn't know more.

PIONEER IN GOOD ROADS WORK

W. D. MacMillan, Jr., of New Hanover Board of Commissioners, speaker on programme this afternoon and a leader in arrangements for big convention.

WORLD CITIZEN TO SPEAK.

Dr. Francis E. Clark to Address Christian Endeavor Convention.

Atlanta, Ga., June 17.—Francis E. Clark, D.D., LL.D., president of the World's Christian Endeavor Union and founder of the Christian Endeavor Society, will speak at the great All-South Christian Endeavor Convention in Atlanta, July 13-16.

Dr. Clark has just returned from a six months' journey in Hawaii, Korea, Japan and China and the only convention he will address in America this summer is the All-South C. E. Convention.

Since the first society of Christan Endeavor was organized 35 years ago the movement has spread and grown until today there are 80,000 societies with more than 4,000,000 members, found in churches of 87 denominations and in every country in the world.

Dr. Clark is known as "the world's most traveled man." He has traveled nearly 1,000,000 miles for Christian Endeavor and has spoken in every country of the globe. His coming to the convention in Atlanta offers another opportunity to the young people of the South to hear this wonderful man and his great message.

Two other officers of the United Society of Christian Endeavor will be among the speakers at this great convention. They are Daniel A. Poling, associate president, and Karl Lehman, Southern States secretary; E. P. Gates, of Chicago, field secretary of the Illinois Christian Endeavor Union, who is considered the greatest state C. E. field secretary in America, will also address this meeting.

The programme for this convention is now ready and can be had by addressing L. E. Brubaker, Ensley, Ala.

Souvenir Dance Tonight
at Lumina complimentary to North Carolina Pharmacists. (advertisement)

AUCTION SALE OF LOTS

WRIGHTSVILLE BEACH

"SEAFORTH"

The Power City Investment Company, of Albemarle, N. C., Have Acquired the Selling Rights of Seaforth, and will offer all the Ocean Front Lots for Sale at Auction to the Highest Bidder. It is a well known fact—that land on the Island of Wrightsville Beach is Limited. This being the last opportunity of securing a Lot at Seaforth, prospective purchasers will do well to take advantage of the Last and Only Opportunity, as the Lots Will Absolutely be Knocked Down to the Highest Bidder.

Wrightsville Beach is fast becoming the Convention City of the South, and vast improvements are proposed, and now under way. This will certainly make property values increase.

This is an Excellent Opportunity for a Safe and Profitable Real Estate Investment, either from a point of Speculation or for a Summer Home.

It is unnecessary to extol the virtues of Wrightsville Beach, for they are Too Well Known to Require Special Mention in This Section of the South.

Power City Investment Comp'y

Selling Agents. Home Office: Albemarle, N. C.

For Further Information, See F. P. Jackson, Oceanic Hotel.

Remember the Dates of Sale

THURSDAY AND FRIDAY

June 22nd and 23rd

You Make the Price, We Make the Terms

CULVERT BUILDING IS MOST IMPORTANT

Poorly Constructed Constant Source of Danger.

Three Fundamental Requirements in Successful Handling of This Important Problem—Technical Feature of Best Work in This Line.

Washington, D. C., June 20.—Until recent years several of the most exclusive and respectable cities in the United States were without an underground system of sewers. They were furnished with open sewers ,or tidal drains, or cess pools, all of which were much approved by the scientific authorities of the period but one of which contributed to the preservation of the public health.

In the European cities about 300 years ago, persons who claimed to be better than the rest insisted on the right to walk close to the walls of buildings in passing along streets. That was a queer thing for them to do, as seen through the spectacles of the present age, but it was a wholly natural thing in view of the fact that the center of the streets was then lower than the sides and served as a drain or open sewer, just such as obtained in New Orleans only a few years ago, for the refuse of the adjoining houses. This central drain was called the "kennel," so that when the arrogant swashbuckler ordered the humble citizen to get himself away into his kennel he did not mean to consign him to the dog-house but to the squalor of the middle of the road. In France this central drain was called "coulouere," which meant a channel, or gutter, or gallery, and which has come to mean in later times in the English speech of the roadbuilders the culvert, "an arched or flat-covered drain of brick-work, pipes or masonry carried under a road, railroad, etc, for the passage of water." Without the word, the road builders would not know how to describe their work and without the culvert it would not be possible to build good roads.

If it be poorly built, it will certainly become the source of danger and great expense. Here is a case in point: Some years ago on the best road from Springfield to Pittsfield, Massachusetts, there was a section several miles long which was crossed by culverts built of rough stone without cement, the slabs forming the tops of the culverts being supported by the side walls. These culverts were all small, probably not more than eighteen inches wide, and their tops were covered with only a few inches of earth and gravel. One year, the warm weather of spring was very late and the rainfall was heavy. When frost came out of the road the culverts were disturbed, their joints were opened and the earth and gravel were washed into the culverts, the mass being increased with every rain until finally the culverts were almost wholly choked, with the result that the water delivered to the culverts flooded the side ditches, leaked through the stonework into the foundation of the roadway and so softened it that the culverts were thrown out of position and made useless for the purpose of their construction. The practical effect of bad culvert construction was observed by thousands of witnesses on Decoration Day of that year. The heavy rainfall just before the celebration converted this stretch of road into an ocean of mud with occasional pools of water so that one could not tell exactly the condition of the road at any point. There was on this day heavy automobile travel from Springfield to Pittsfield. The driver of a car taken in the evening to the largest garage in Pittsfield was congratulated on delivering his machine intact because it was only the third making the trip that day that had not come in other quite serious injury caused by a wheel dropping into a culvert through an opening in the top.

It may be said that such a record of a day's troubles caused by defective culverts is unusual, and it is, but it is exactly what may be expected to happen under the same conditions anywhere at the same time. No culvert that is improperly built is safe or economical. On the contrary, it is a waste of money to spend it on such work unless the work is well done on an approved plan under competent direction. There must be calculation as to the volume of water the culverts are to carry off in rainy season and flood time, not in dry weather, and as to the durability of the material used in their construction. There can be no skimping on culverts or bridges or drainage without waste. It is better to have these three things permanent and adequate than to have an expensive form of road surfacing if a choice must be made. The man who built his house on shifting sand instead of solid rock has been regarded for centuries as the prince of fools.

If the culverts are not built of good material they will have to be rebuilt in a few years, whatever the quality of the roads they are made to serve. Defective culverts vitiate one of the elementary principles of highway economics, and the interests of the taxpayers require that the annual cost of every part of the roads built for their use be reduced to the lowest possible figure consistent with efficiency. Manifestly, it would be worse than folly to build culverts of board to take care of roads that have cost hundreds or thousands of dollars the mile and it would be none the less foolish, or worse, to waste money in work of this sort with the use of bad material.

In building a culvert the roadbuilder must observe three fundamental requirements:

1. The first requirement is that the culvert must be so placed that it will drain across the road, and under the road, of course, all the water that is delivered to it by the side that is the road. If this be not done, the earth along the road and about the end of the culvert will be wet and soggy the most of the year and the culvert opening will require almost constant repairs. Repairing a highway culvert is relatively more expensive than similar work in a town because of the waste of time of the workmen in going to and from the point at which the work must be done. In placing the culvert care must also be taken that it will not be choked by brush and leaves, and this duty must be discharged by the road supervisor and will be, if he is worth his salt.

2. The second and very important requirement in the building of a culvert is that its ends must be protected by some kind of a wall or facing carried down to a firm foundation. If this be done, it will be found that the end of the culvert will not be undercut by the water and will not be broken, frost will not injure it, the surrounding or superincumbent earth will not slide down into the ditch in front of the opening, and, with the further necessary work of keeping the feeding ditches clear, the culvert will be able to take care of all the water alongside the road.

3. The third requirement is that the culvert must be made so strong that it will not become broken and so tight that it will not leak. These ends can be reached by building the culvert of masonry, concrete or of good piping. The material to be used must be determined by the relative cost of the several materials at the locality where the culvert is to be built and by the distance from the top of the culvert to the surface of the road. All technical features of culvert building are explained in pamphlets printed for the use of road supervisors by the highway departmets of most states and by the United States Office of Public Roads and Rural Engineering at Washington. These pamphlets can be obtained free of cost upon application so that it is possible for all road supervisors to be their own culvert builders by following instructions. After all, the road supervisor is a most important factor in his work. If he took after his culverts well, he ought to be retained in office; if he do not, the sooner he can be replaced by one who will do so the better for the public that uses the roads and particularly for the taxpayers who pay for them.

BIG MOTOR TRUCK CAUSES SENSATION

(Continued From Page One.)

people and newspapers made many favorable comments. Its advent in Asuncion revived a movement previously started to place several motor trucks in service between interior districts and the larger towns, while the only means of transportation today consists of carts and pack animals.

"Bolivia, one of the world's most diversified countries topographically has been using the commercial automobile for several years to great advantage. Railways were not being built with the activity that the country's trade demanded, and trucks were introduced on a regular run from Potosi to Sucre, a distance of 150 miles, where highways are far from good. This was an experiment in freight and passenger service, and the cars long ago demonstrated their practicability. Since the advent of the truck in Bolivia the roads have received more attention than formerly; the pleasure car has become a necessity and their number has increased, especially in La Paz.

Now Improving Roads.

"Peru, as everyone knows, is not a land with many miles of automobile roads. There are, however, in Lima, the capital, over 300 machines, many of which are used as taxicabs. In Colombia the department of Public Works has made plans, backed by government appropriations, for constructing highways suitable for automobiles. Among these may be mentioned $15,000 for a road from Popayan to Pasto; $8,000 for one from Pamplona to Cansanare; $24,000 yearly for highway improvements from Bogota to Boyaca; $10,000 for a road from Santa Marta into the coffee district of that section; and a subvention of $30,000 for a road to the medicinal springs near Barranquilla.

"Venezuela, notwithstanding that gasoline is 20 cents a gallon in Caracas, is buying cars and improving roads. During the last fiscal year three auto trucks and 227 pleasure cars were shipped to the country from the United States.

"The greatest natural field for the automobile, however, in South America is to be found in Argentina, Brazil and Uruguay, and in each of these countries improved highways are being extended and motor vehicles multiplying rapidly. In 1913 Argentina alone imported 5,115 automobiles. An automobile show is to be held in Buenos Ayres this year in connection with the country's centennial celebration, an event which will doubtless not be lost sight of by the American manufacturers."

PRACTICAL SUGGESTION

Brunswick Man Who Issues Call to People to Improve Roads.

Mr. A. F. Staffin, of Oak Ridge Farm, Brunswick county, which is leading many of the counties in the state in road building, writes his county paper, the Southport News, the following practical suggestion for improving the highways in his immediate neighborhood. He says:

"Allow me to make a suggestion how we can improve our public roads immediately without the expenditure of money.

"At an early date the Governor of North Carolina will designate two 'Good Roads Days.' In our county we have failed to catch the idea, and see how easily we could get rid of some very bad places in our roads. Now is the time to call a meeting in each neighborhood to talk the matter over, appoint committees to solicit pledges of help for these two days, carts, team and men; appoint a person to organize and direct the actual work; to decide what work is most needed, where to meet, etc.

"Some neighborhoods will best work independently, others will want to join together to do some special larke task. In Smithville township we can clay and sand the worst places, fills can be widened, logged up to hold them, etc.

"There is plenty of room for improvement on all our roads, and we would hardly miss the two days, but we would be greatly benefitted by the improvements so made.

"The ladies of the community can contribute their share by providing a good dinner, and by their presence make us forget the hard work of the two days."

THE DIXIE HIGHWAY

May Open Part of it in Fall—Mountain Counties at Work With Shovels.

That the eastern division of the Dixie Highway, from Cincinnati to Chattanooga which traverses the Blue Grass region of Kentucky and the picturesque Cumberlands, wil be open to tourists late in the fall, is the expectation of the Dixie officials. With the completion of this section of roadway tourists will be able to travel from any point in the northeast straight through to Florida over good roads.

Judge M. M. Allison, president of the Dixie Highway Association, plans to take a trip this month in the interests of the highway to Knoxville, through the Cumberland Gap and into Kentucky.

This trip will be made in the new official car of the Dixie Highway Association, an Overland "Six," contributed for the use of that organization by John N. Willys-Overland Company, one of the foremost boosters for good roads.

The division to be visited by Judge Allison already has the money in hand to build its section of the road. The mountain countries of Knox, Laurel and Rockcastle are at work with steam shovels and other modern equipment.

Judge Allison will inspect their work and will endeavor to hasten the completion of the road in order to be able to announce its opening in the fall.

MOUNTAIN ROADS HELP THE RESORTS

Brevard Hotel Man Talks of the Wonderful Sapphire Country.

HIGHWAYS FROM ALL OVER

Automobilists Now Able to Get In and Out of the Country on Improved Thoroughfares Leading From Carolinas.

The Sapphire Country of Western North Carolina is entering upon what promises to be the greatest resort season that section has ever known, according to Mr. W. A. Davidson, proprietor of the Franklin Hotel at Brevard, who was in Charlotte last week and talked to The Observer about resorts and good roads.

Like a number of other successful resort hotel men, Mr. Davidson spends his winters in Florida and his summers in Western North Carolina. "We had to hang out the 'S. R. O.' sign in Florida during the past season there, and I shall not be surprised if we have the same kind of season in Western North Carolina this summer," declared Mr. Davidson to The Observer. "In fact, a successful Florida winter season invariably forecasts a successful Western North Carolina summer season."

"One of the greatest factors that is now figuring in the development of the resort business in Western North Carolina," said Mr. Davidson, "is the good roads movement, which has taken a firm hold upon our mountain people. The leaven has been working for several years and many good roads have been constructed. At Brevard, for instance, our business will be 25 per cent. better because of the construction of such roads as will enable automobilists to get in and out of town comfortably and conveniently. Tourists from a large part of North and South Carolina can get to Asheville, Brevard, Hendersonville and other resort centers by an easy and delightful day's trip."

DAY ROAD BUILDING.

Spasmodic Effort in Which Judges, Governors and Others "Turn Out."

Every now and then the papers tell how the intelligent citizens of some community or other in their haste for good roads turn out en masse and build a hundred or more miles of "good roads" in a day! Pictures of the governor, judges, city and county officials, are shown wherein the governor and his satellites are seen posing as road builders with pick and shovel.

It is enough to make a cat laugh. This crazy idea of collective quick action road building originated in Missouri, where the babes in arms play politics from the day they are born. On its social side and viewed as a public lark this kind of road improvement is no doubt as beneficial as a county fair or a "burgoo." Physically considered, such methods of road construction or improving may be quite as good as golf for the muscles and digestions of those who indulge in it. But is it economically or otherwise worth while? Anyone who has been unfortunate enough to have to travel over one of these Aladdin-built highways can give you the answer and maybe ydu can guess at what it will be without waiting for him to cut loose. It is not at all beyond the bounds of possibilities that an excellent judge and an efficient Congressman might be exceedingly inferior road builders. It is even thinkable that after all it might be found that to pay workmen who know how to build a good road would be the most satisfactory way to secure an improved highway. It may be that because I once sought to travel in a light buggy over one of these wonder-built roads that I am so pessimistic as to their desirability, but whatever the reason I plead guilty to the belief that none but a fool or a politician would expect to accomplish lasting results along the lines set forth.—American Motor.

SIGN BOARDS PLANNED FOR CATAWBA COUNTY

Will Enable Motorists to Travel Without Asking Questions.

Newton, June 20.—The Catawba county commissioners in their monthly meeting made an order for signboards to be placed at every cross roads and wherever a road forks, the boards to be of uniform design, painted and to be paid for by the townships. There has always been a crying need for this and the order is received with satisfaction. Carried out as planned, the effect of the order will be that traveling motorists will be able to make their way through the country without having to ask a question.

CAROLINA PEOPLE TELL OF STOMACH REMEDY

Sufferers Find Swift Relief by Use of Remarkable Treatment.

Stomach sufferers in the Southeast and, in fact, all over the country have found remarkable and efficient results from the use of Mayr's Wonderful Remedy.

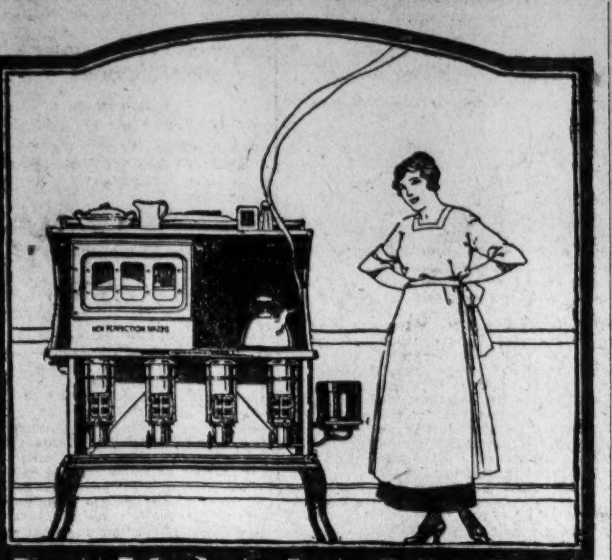
Many have taken this remedy and tell today of the benefits they received. Its effects come quickly—the first dose convinces. Here is what two Carolina folks have written:

W. R. DAVENPORT, Parker, N. C.—"For years I have suffered from a disease which puzzled doctors. I heard of your remedy and one bottle gave me relief. Your full treatment has about cured me."

J. E. ERWIN, Winston-Salem, N. C.—"I am satisfied through personal use of the powers of your remedy. You have saved my life."

Mayr's Wonderful Remedy gives permanent results for stomach, liver and intestinal ailments. Eat as much and whatever you like. No more distress after eating, pressure of gas in the stomach and around the heart. Get one bottle of your druggist now and try it on an absolute guarantee—if not satisfactory money will be returned.

For sale by Robt. R. Bellamy and all other reliable druggists.



NEW PERFECTION

"COOL AS A CUCUMBER!"

"I'VE been cooking too, but not on a hot, dirty coal range. I use a New Perfection Oil Cook Stove, the stove with the long blue chimney."

Gas stove comfort with kerosene oil.

The long blue chimney assures a clean, odorless heat and lasting content, because it gives a perfect draft.

It turns on and off like gas.

Saves your time, strength and money. Fuel cost—only 2 cents for a meal for 6 people.

New Perfections are made in many styles and sizes.

Consult your dealer. He carries them in stock or can get for you the size you want.

Look for The Long Blue Chimney

Use Aladdin Security Oil to obtain the best results in Oil Stoves, Heaters and Lamps

STANDARD OIL COMPANY
(New Jersey)

Washington, D. C. Norfolk, Va. Richmond, Va. — BALTIMORE MD. — Charlotte, N. C. Charleston, W. Va. Charleston, S. C.

"IT'S THE LONG BLUE CHIMNEY"

All Dealers and Others Using Weights and Measures

ARE HEREBY WARNED

To Have Their Weights and Measures Tested By the Governm't Inspector

G. C. SIMMONS

Liquid measures have been used in the past in the place of dry measures for dry stuff, the purchaser thereby being the loser. This practice is subject to a Fine under the Penalty of the Law.

The Law will be Enforced as to Weights and Measures, in New Hanover County, beginning

Saturday, June 17th, 1916

STACKS, TANKS, BOILERS, PUMPS.
GAS AND STEAM ENGINE REPAIRS.
REPAIRS FOR MILLS, HOTELS AND PUBLIC WORKS.
OUR FOUNDRY MAKES ALL KINDS of IRON, BRASS and ALUMINUM CASTINGS.

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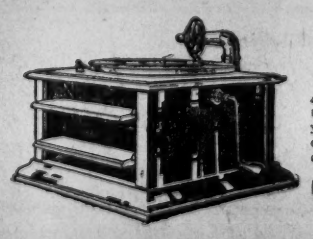

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YEAR OF MEMORABLE EVENTS IN OLD CHINA

Review of Great Happenings, May 1915 to May 1916.

But for the Great World War, These Events Would Have Attracted Far Greater Attention—May 9 an Anniversary.

Peking, May 9. (Correspondence of Associated Press).—This day marks an anniversary peculiarly favorable for a general review of events in China which, were it not for the European war, would doubtless have received far more world-wide attention than has been possible during the past twelve months. The day, May 9, is the first anniversary of the formal announcement by the Chinese government of its acceptance of the majority of the twenty-one demands delivered in Japan's ultimatum of May 7, 1915.

It is "national disgrace day," according to the term applied by many of the Chinese newspapers, which are printing editorials today recalling with much bitterness and aggressive action which Japan took against China last year, a bitterness that has been intensified by many other incidents, particularly at present by rumors that China is now trying to carry favor with the Japanese, and that the present government is willing to mortgage the railways to Japan in order to raise funds to put down the revolution.

In brief the eventful year in China's history is, chronologically, as follows:

1915—May 9: Chinese government announces its unwilling acceptance of Japanese demands.

August 18: Movement to make President Yuan Shi-kai emperor launched.

October 9: Entente Powers protested against abandonment of the republic.

December 4: Revolutionists attacked Chinese cruiser Chaoho at Shanghai.

December 22: Acting parliament declared people had voted for monarchy and Yuan Shi-kai announced his acceptance to the throne.

December 25: Yunnan province declared its independence of Peking government.

1916—January 31: Kweichow province joined Yunnan province in its independence movement.

March 13: Kwangsi province declared its independence.

March 22: Yuan Shi-kai announced abandonment of the monarchy.

April 7: Kwangtung province declared its independence.

April 9: Armistice of one month arranged between Szechuen and Yunnan province leaders.

April 22: President Yuan Shi-kai delegated his powers to a responsible cabinet with Tuan Chi-jui as premier.

May 5: Announcement made of establishment of provisional government in Canton.

Immediately China had granted the Japanese demands, which permitted Japan to strengthen its position very materially in the Far East, the Chinese instituted a boycott against Japanese goods which lasted for many months, was disastrous to Japanese commerce and resulted in much bad feeling.

For two years there had been rumors that Yuan Shi-kai was planning to make himself emperor. These rumors were substantiated on August 18, 1915, when the Society for the Preservation of Peace issued a long proclamation in favor of the restoration of the monarchy, and based its arguments upon the advice of President Frank J. Goodnow, of Johns Hopkins University, who had given Yuan Shi-kai a written opinion that a monarchy was a more suitable form of government than a republic for China; providing the monarchy could be resumed without internal troubles.

Although Yuan Shi-kai disavowed the action of the Society for the Preservation of Peace, it was clear from the first that he was behind the movement to restore the monarchy. On September 22 the state council acting as parliament advised the passage of a citizen's convention to pass upon the form of government.

October 9 the Chinese government was dumb-founded when Mr. Obata, the Japanese charge d'affairs, Sir John Jordan, the British minister, and Mr. Kroupensky, the Russian minister, appeared at the foreign office and protested against the change in the form of China's government on the ground that such a change at a time when Europe was so embroiled in war would imperil the peace of the Far East.

The Chinese government gave assurances that it could preserve peace throughout the change, but this was not satisfactory to the Entente Powers, which again protested.

While this situation was at fever heat, it became known that China had been invited to join the Entente Powers and intern the Germans and Austrians in Chinese territory. Chinese refused to take this action. Japan was apparently quite unwilling to admit China to the Entente, although it was evident the other members of the alliance were favorable to China's admission.

The revolutionists made their first bold stroke on December 4, when a party of them managed to board the Chinese cruiser Chaoho in Shanghai harbor, seize the ship and turn her guns upon the forts and other warships in the harbor. Little damage was done, and the revolutionsists were put to flight by the Chinese navy. However this action started the armed hostility and was apparently part of a plan for a general uprising which was thwarted at that time.

On December 22 the acting parliament announced that the public had voted favorably in regard to the monarchy, and Yuan Shi-kai expressed a willingness to become emperor as soon as a propitious date for the coronation could be arranged. He protested that the honor was not of his own seeking but had been forced upon him.

In the meantime the opposition to the monarchy had been developing in the southern provinces, and Yunnan revolution, with Tsai Ao at its head came into full swing on December 25 when that province declared its independence, Kweichow provinced joined the movement on January 31. On March 13 Kwangsi declared its independence.

Yuan Shi-kai announced on March 2 that he had abandoned the monarchy and that the republic had been restored. The opposition had become so keen that it was apparent his monarchical plan could not be consummated in the face of both domestic and foreign opposition. This action on the part of Yuan Shi-kai did not stop the spread of the revolutionary movement. Kwangtung province declared its independence on April 7, and Shekiang did the same a few days later.

On April 9 an armistice was arranged between the Peking government and the revolutionists under Tsai Ao in Yunnan, Kweichow and Kwangsi provinces. This armistice was for one month, and later was extended.

Realizing that further steps must be taken to check the movement against his power in Peking, Yuan Shi-kai announced on April 22 that he would delegate all his military and civil power to a responsible cabinet headed by Tuan Chi-jui, who became premier and minister of war.

Even this step did not conciliate the revolutionists in the south. Yuan Shi kai's abdication was the first demand many of the provinces made as a necessary preliminary to peace negotiations While Tuan Chi-jui has always been known as an opponent of the monarchical move and resigned from the post of minister of war in Yuan Shi-kai's cabinet rather than countenance the effort to re-establish the monarchy, many of the southern leaders refuse to accept his premiership as a guarantee of the preservation of the republic unless Yuan Shi-kai resigned the presidency.

Li Yuan-hung, the vice-president, is mentioned by the revolutionists as the logical successor of Yuan Shi-kai according to the terms of the provisional constitution, and they insist that this honor shall go to him. However, there are many ambitious leaders among the revolutionaries in the southern provinces who are eager for high honors themselves, and foreign newspapers printed in China are almost unanimous in expressing the opinion that Li Yuan-hung is advocated merely as a subterfuge. It is generally believed by the foreigners in China that the vice-president would not be allowed to continue long in the presidency were he to succeed Yua Shi-kai. Li Yuan-hung is one of the most respected men in China, but he is far from being a forceful leader.

It is difficult to tell what constitution, if any, China is acting under at present. The revolutionists insist the provisional constitution of Nanking is the only real constitution which China has had, and is still in force. Under that constitution Yuan Shi-kai would have a term of five years, or nearly two years yet of his present term.

Many of the less rabid revolutionists have shown a disposition to let Yuan Shi-kai finish his present term under the supervision of a proper cabinet and national assembly.

Immediately after he became premier, Tuan Chi-jui outlined his policy very fully to the correspondent of the Associated Press saying that the president had turned over full military and civil power to the cabinet, which is a provisional cabinet and will make immediate plans to hold an election for a national assembly within the next three moths. That assembly is to draft a new constitution.

On May 5 it became known in Peking that the southern provinces of Kwangtung, Kweichow, Yunnan and Kwangsi have formed a provisional government at Caton with Tsen Chun-hsuan, former military governor of Kwangtung, at its head, Tang Chi-yao as vice president, and Liang Chi-chao, the famous old classical scolar, as premier.

Apparently there is great division among the southern provinces as to their course of action. Szechuen province under General Chen Yi has declared its independence of the central government, but, like Chekiang province, is acting more as a neutral than as a partisan of either Yuan Shi-kai or the revolutionary movement. Shantung province, which is now largely dominated by the Japanese as a result of their capture of Tsing-tau and the German railway, is in a very unsettled condition. Several of the prominent cities along the railway are now in the hands of the revolutionists, and there have been many outbreaks in the capital, Tsinanfu. The press friendly to Yuan Shi-kai charges the Japanese government with having encouraged the revolutionists in Shantung. This charge is denied by the Japanese legation in Peking, which maintains that Japan is not responsible for any action individual Japanese may take in fostering the Chinese revolution.

Yuan Shi-kai and his supporters are stoutly resisting the movement to force his abdication, and insist they must fight to the bitter and rather than yield to the excessive demands of the revolutionists, to whom many concessions have already been made. The revolutionary movement became one of personal opposition to him. Szechuen and Shantung provinces are the only districts north of the Yang-ste river in which the revolutionary movement has taken a serious form. Consequently Yuan Shi-kai still has a majority of Chinese territory under his undisputed control. He tlso dominates the army and has the support of Feng Kuo-chang and other generals along the Yang-ste river, which controls the heart of China.

The revolution has resolved itself into a sort of endurance test. It now seems to be largely a question of finance. As long as Yuan Shi-kai has money to pay his troops and officials, it seems likely h ecan remain in office if he so desires. With the exhaustion of his money, there would doubtless be serious trouble, as the Chinese troops riot immediately when they fail to receive their pay.

There have been many alarming reports circulated in Peking as to the part Japan may take in ending the revolution and restoring peace in China. It has even been reported that Japan was landing troops at Tien-tsin, Shanghai and other coast ports. All these reports were without foundatinn. Neither does there seem to have been any proof for charges that the Japanese government was directly fostering the revolutionary movement. Japanese, as individuals, have doubtless lent the revolutionary movement. Japanese, as individuals, have doubtless lent the revolutionists much encouragement along the Yang-ste river and in other parts of China. However, it has not been shown that Japanese officials are taking any part in the revolution.

UNIVERSITY SUMMER SCHOOL IS NOW IN FULL SWING

Number Already Present and Interest Exceed Previous Sessions.

(Special Star Correspondence.)

Chapel Hill, N. C., June 20.—The University of North Carolina summer school, which opened here on Thursday of last week, is now in full swing, and has already exceeded in numbers present and interest manifested all previous sessions. Monday night more than 860 had registered for work, and many were still waiting their turn.

Nearly one-third of these students are doing work which leads to University degrees, nearly 60 being engaged in graduate studies. This is one of the few summer schools in the South that offers advanced graduate courses. About 600 of those in attendance are public school teachers from this and neighboring states. The entire attendance for last year was only 731.

The authorities are making all efforts to give those in attendance upon the summer school a profitable and also a pleasant time.

MAGNOLIA NEWS NOTES

Mr. R. D. Wilson, Aged Farmer, Assaulted by Negro Who Escapes.

(Special Star Correspondence.)

Magnolia, N. C., June 20.—Mr. R. D. Wilson, a farmer living about a mile from here, was attacked by Abram Williams, colored, yesterday and right painfully injured It appears that Mr. Wilson went to Williams' house to see if he could hire Williams to work a day or two and Williams commenced to abuse Mr. Wilson because he appeared as a witness against Williams in a case in which he was charged with forcible trespass. Williams had said only a few words and Mr. Wilson had not had time to say anything when Williams struck Mr. Wilson in the face with a club and knocked him unconscious, according to reports. The people around here are right much wrought up over Wiliams' act as Mr. Wilson is an old man and right feeble. Williams left for some unknown destination immediately after the assault and has not been located. If Williams is caught he is liable to be handled pretty roughly.

Mr. John R. Croom left last night for Raleigh where he goes to join his company for service on the Mexican border. Mr. Croom joined the State militia while attending the A. & M. College and had only been home from school about two weeks.

Mr. George Edwards, local registrar of vital statistics, says that last month there were ten births and four deaths in Magnolia township.

TARBORO COTTON MILL SOLD

Valuable Property Bought for $90,000 —Will Resume Operation.

(Special Star Correspondence.)

Rocky Mount, N. C., June 20.—Much general interest throughout this section and in Tarboro is attendant upon the sale of the Tarboro cotton factory yesterday afternoon in Tarboro, the purchasers being Messrs. W. A. Hart, of Tarboro, and John H. Rogers and W. C. Hill, of Norfolk. There were two active bidders, the bond holders and the purchasers, and the price paid for the property was $90,000. The operation of the mill is expected to be resumed within the next several months after an idleness of more than one year.

The plant as sold yesterday represents an inventory of between $150,000 and $200,000 and was for a number of years an important industry of Tarboro, affording a pay roll of approximately $25,000 a year, and the product of the plant, which was both sheeting and yarns, sold for approximately $200,000.

J. HICKS BUNTING DRUG CO.'S SUCCESS.

Great Popularity of Plan to Sell Medicine at Half Price and Guarantee a Cure.

J. Hicks Bunting Drug Co., the enterprising druggists, rather than await the ordinary methods of introduction, urged the Dr. Howard Co. to secure a quick sale for their celebrated specific for the cure of constipation and dyspepsia by offering the regular 50c bottle at half-price.

So much talk has been caused by this offer, and so many new friends have been made for the specific that the Dr. Howard Co. have authorized druggists J. Hicks Bunting Drug Co. to continue this special half-price sale for a limited time longer.

In addition to selling a 50c bottle of Dr. Howard's specific for 25c., they have so much faith in the remedy that they will refund the money to anyone whom it does not cure.

When your head aches, your stomach does not digest food easily and naturally, when there is constipation, specks before the eyes, tired feeling, giddiness, bad taste in the mouth, coated tongue, heartburn, sour stomach, roaring or ringing in the ears, melancholy and liver troubles, Dr. Howard's specific will cure you. If it does not, it will not cost you a cent.

FALL SESSION OPENS SEPT. 2.

Oak Ridge Institute, Old Fashioned Southern School, Goes Forward.

Oak Ridge, N. C., June 20—Oak Ridge Institute, an old-fashioned Southern boarding school, announces the opening of its fall session Tuesday, September 2nd.

Since the death of Profs. J. A. and M. H. Holt, it has been under the control and management of Prof. T. E. Whitaker and Prof. E. P. Holt, who have been with the school 27 and 12 years, respectively.

There were 55 graduates of its various departments—Literary, bookkeeping and short hand—last year. The catalogue shows an enrollment of 200 boys last year from the Carolinas and adjoining states.

The location of the school is most excellent. It is in Guilford county, 18 miles from Greensboro, five miles from the nearest depot, 1,000 feet above sea lever ,and surrounded by splendid farms, orchards and groves.

FORECLOSURE OF MORTGAGE.

By virtue of the power of sale contained in a certain mortgage executed by John A. Applewhite and wife and L. C. Walsh and wife, to the undersigned, which said mortgage is duly recorded in the office of the Register of Deeds of New Hanover county, North Carolina, in Book No. 82, at page 171, default having been made thereunder, the undesigned will, on Friday, the 7th day of July, 1916, at 12 o'clock, M., at the Court House door in the City of Wilmington, sell, at public auction, for cash to the highest bidder, all that certain tract, piece or parcel of land lying, being and situate in the County of New Hanover and State of North Carolina, and bounded and described as follows: Beginning at a stone marked (x) at the highe water mark line on the South side of an old cove on Myrtle Grove Sound, and running thence N. 73 deg. W. part of the way along Pompey's Branch, and passing a few feet South of a boiling Spring at the head of said branch 3,585 feet to the Macadam road leading along the Sound; thence 25 deg. 30 min. W. along the said Macadam road 380 feet; thence S. 71 deg. 30 min. E. over several marks in the line about 3,600 feet to high water on the Sound to a stone about 455 feet from the beginning, the distance being measured at right angles to the Northern line; thence with the Sound Northwardly to the beginning, being the same conveyed to D. M. Bornemann by W. H. McEachern and wife by deed duly recorded in Book No. 73, at page 87 of the records of the Register of Deeds of New Hanover County aforesaid.

This, the 5th day of June, 1916.

D. M. BORNEMANN, Mortgagee.

Bellamy & Bellamy, Att'ys.

je6-tu-5t

State of North Carolina; County of New Hanover. In the Recorder's Court.

W. B. Thorpe and Company, Incorporated

vs.

J. E. Ellers.

Notice of Summons and Warrant of Attachment.

The defendant above named will take notice that an action was begun in the Recorder's Court of New Hanover County on the 2nd day of June, 1916, by the above named plaintiff to recover the sum of Two Hundred and Thirty-Three Dollars and Thirty-Seven cents ($233.37) due by non-payment of three notes payable to the order of W. B. Thorpe and Company, Incorporated, and signed by the defendant.

The defendant will further take notice that a warrant of attachment was issued from said Court on the 2nd day of June, 1916, against the property of said defendant, which warrant is returnable on the 3rd day of July, 1916, when and where the defendant is required to appear and answer or demurrer to the complaint or the relief demanded will be granted.

This the 2nd day of June, 1916.

W. H. NORTHROP, JR.
Dy. Clerk Recorder's Court.

je 3-4w.

IMPORTANT NOTICE

To Automobile Owners

We will need 125 cars for tour of roads

Thursday Morning

9:30 o'Clock, City Hall

Owners of cars will greatly assist by seeing that cars are in line on time. If your car has not been secured by the Committee, please be on hand, we will need YOU.

The Auto Committee of
The Wilmington Highway Association

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Silk Fibre 25c Silk Lisle 25c Pure Silk 50c

Twice Usual Wear or Another Pair

will stand the test of wear, of comfort, and of style. Every thread which goes into True Shape Socks is as perfect as it is humanly possible to make it. They are knit to shape—not merely pressed.

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TRUE SHAPE HOSIERY CO. Phila

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The assortments embrace everything that is new and nobby in Sack Suits. No matter what your desire in model, fabric or color, be assured you'll find it here at this popular price.

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Of white tennis flannel—also striped serges, with belt straps and cuffs

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400 bushels Mixed Cow Peas.
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1000 sacks Land Plaster.
1000 barrels Royal Flour.
500 barrels Snowdrift Flour.
500 barrels Self-Rising Flour.
(Save Trouble Brand.)
A Full Stock of Wire and Cut Nails.

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A number of Tax Payers have not yet listed. Those failing to list Poll are guilty of a Misdemeanor and subject to indictment.

Real estate not listed is taxed 25% higher.

The undersigned Listers are at the Court House daily from 9 A. M. to 5 P. M., except on Saturday, from 9 A. M. to 1 P. M., and from 7 to 9 P. M.

There Will be No Listing After June 30.

WALTER RUTLAND,
B. F. KING,
Tax Listers.

J.F.LEITNER

ARCHITECT

27, 28, 29 Carroll Building

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Courses in Music, Art, French, Spanish, German, Domestic Science.

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Lot 70x208 feet in size; 20-foot back entrance.

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